**Updated Item 7.8
City of St. Helena
Regular City Council Meeting
Tuesday, May 23, 2017 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena

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

Page

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL
Mayor: Alan Galbraith
Vice Mayor: Peter White
City Council: Paul Dohring
Geoff Ellsworth
Mary Koberstein

4. PUBLIC FORUM:
Members of the public are entitled to speak on matters of municipal concern not on the agenda during Public Forum. Each person's comments shall be limited to 3 minutes. Each person is entitled to speak on any non-agendized item only once at any meeting. Brief questions by Councilmembers for clarifications may be posed and answered, and Councilmembers may make requests that items be placed on future agendas, but in accordance with state law, no substantive discussion or action may take place unless and until the matter properly appears on the agenda.

4.1. Public Comment from Tom Belt 9

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

5.1. Closed Session - announce actions taken if any from May 23, 2017 - City Attorney Thomas B. Brown

6. STAFF BRIEFING

6.1. None

7. CONSENT ITEMS
Members of the Council or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, one motion may be

used to adopt all recommended actions. (Roll Call Vote)

7.1. Consideration and proposed approval of a notice of opposition to AB 1479 - Public Records: Supervisor of Records: Fines — 11 - 17

CEQA Determination: Not a CEQA project
Prepared By: Cindy Black, City Clerk
Recommendation: Approve
Staff Report

7.2. Second reading and proposed adoption of an Ordinance making Municipal Code amendments to Chapter 17.126 expanding the application of the City of St. Helena's Medical Marijuana regulations to address Recreational Marijuana in response to the passage of the California Proposition 64, or the Adult Use of Marijuana Act (AUMA), effective November 9, 2016. — 19 - 34

CEQA Determination: It is determined that the Ordinance is exempt from CEQA pursuant to Guidelines Sections 15061(b)(1), 15061(b)(2), and specifically, the "General Rule" Section 15061(b)(3), where is can be seen with certainty that the proposed action will have no significant effect on the environment. Moreover, the adoption of this Ordinance is further exempt from CEQA because the Ordinance does not change, but instead codifies existing City law and practice.
Prepared By: Noah Houshm, Planning Director
Recommendation: Adopt by title only and waive further reading
Staff Report
Attachment 1-Ordinance
Attachment 1-Ordinance Exhibit A

7.3. Consideration and proposed approval of a resolution approving Amendment No. 3 to the Employment Agreement with Fire Chief John Sorensen to increase the hours of work an additional day (eight hours) per week and increase annual compensation to $62,000 effective July 1, 2017 — 35 - 39

CEQA Determination: Not a CEQA project
Prepared By: Kathy Robinson, Director of HR & IT
Recommendation: Approve
Staff Report

7.4. Consideration and proposed approval of a resolution authorizing a reimbursement to Thomas Thornton for building permit fees associated with the installation of the Robert Louis Stevenson (RLS) Museum temporary display structure at the corner of Adams Street and Library Lane in the amount of $558.50 — 41 - 46

CEQA Determination: Not a CEQA project
Prepared By: Cindy Black, City Clerk
Recommendation: Approve
Staff Report

7.5. Consideration and proposed approval of a resolution acknowledging — 47 - 112

and supporting a City of St. Helena Police Department Volunteer Program (DVP) and Operations Manual and approving a $4,000 DVP budget for FY 2017-18

CEQA Determination: Not a CEQA project
Prepared By: William Imboden, Police Chief
Recommendation: Approve
Staff Report

7.6. Consider and proposed approval of a resolution authorizing the filing of a One Bay Area Grant 2 (OBAG2) application for funding assigned to the Metropolitan Transportation Committee (MTC), committing matching funds and assuring completion of the project — 113 - 118

CEQA Determination: CEQA will be completed as part of project design.
Prepared By: Tracey Perkosky, Acting Recreation Director/Grants and Finance Manager
Recommendation: Adopt
Staff Report

7.7. Consideration of Resolution Approving use of Water Net Position of $2,500 and Wastewater Net Position of $2,500 Due to Additional Contract Costs with Del Rio Advisors, LLC. in Connection with Municipal Financial Services for the Utility Rate Study. — 119 - 122

CEQA Determination: Not a CEQA project
Prepared By: April Mitts, Finance Director
Recommendation: Approve
Staff Report

7.8. Consider and Approve a Resolution for Scope of Work Change and Contract Amount for Michael Baker International for the Upper York Creek Dam Removal Project in to Increase the Contract $144,557.80 for a Total of $606,370.80 — 123 - 176

**Attachment 1 of the staff report was updated to a more legible version.

CEQA Determination: Environmental Impact Report (SCH. No. 2006092096)
Prepared By: Tracey Perkosky, Acting Recreation Director/Grants and Finance Manager
Recommendation: Adopt
Staff Report - Pdf

7.9. Consideration and Proposed Approval of a Resolution Approving a One Year Extension of the Marketing and Promotional Services Agreement Between the City of St. Helena and the St. Helena Chamber of Commerce for a Maximum Sum of $210,000.00 for Fiscal Year 2017/18 — 177 - 192

CEQA Determination: Not a CEQA project
Prepared By: April Mitts, Finance Director

Recommendation: Approve
Staff Report
Public Comment

8. PUBLIC HEARINGS

8.1. ***This item will not be heard and is continued to the June 13, 2017 City Council meeting.***

Proposed Ordinance proposing Zoning Text Amendments to St. Helena Municipal Code Title 17 as required to update and modify existing zoning code regulations governing the development of Accessory Dwelling Units and to establish consistency with recent amendments adopted for California Government Code Section 65852.2 pursuant to AB 2299 and SB 1069.

CEQA Determination: Exempt pursuant to CEQA Section 15282(H) and 15061(b)(3)
Prepared By: Lilly Bianco, Contract Planner
Recommendation: Introduce by title only and waive further reading

8.2. CIA Campus Master Plan Appeal 193 - 2215

CEQA Determination: Mitigated Negative Declaration
Prepared By: Lilly Bianco, Contract Planner
Recommendation: The Planning Commission recommends denial on the grounds that the proposed project, and specifically, the Vineyard Lodge component, would not meet the criteria needed to approve a Use Permit or Design Review.

Staff Report - Pdf
Public Comment
Additional CIA Material
Additional Public Comment
CC CIA MP Powerpoint -Lilly Bianco
FINAL City Council Presentation
CIA Master Plan Proposal Petition.Public Comment

9. NEW BUSINESS

9.1. Discussion and possible direction regarding Boards, Commissions and Committees appointment process 2217 - 2240

CEQA Determination: Not a CEQA project
Prepared By: Cindy Black, City Clerk
Recommendation: Discussion and possible direction to staff

Staff Report

9.2. Consideration and proposed approval of a resolution appointing five applicants to the Ad Hoc City Manager Interview Panel Committee 2241 - 2272

CEQA Determination: Not a CEQA project
Prepared By: Cindy Black, City Clerk
Recommendation: Appoint

Staff Report - Pdf
Additional Applicants

9.3. Review and Discussion of Our Town St Helena Conceptual Development Proposal for 1572 and 1574 Railroad Avenue 2273 - 2278

CEQA Determination: Not a CEQA project
Prepared By: Noah Housh, Planning Director
Recommendation: Provide direction

Staff Report
Item 9.3 Public Comment

10. ITEMS LIKELY TO BE PLACED ON THE NEXT OR FUTURE MEETING AGENDA:

10.1. **June: 6/13**

1. 6/13 POA MOU - Kathy
2. 6/13 proposal to expand the regulated food and beverage establishments inventory for an approved food and beverage establishment at 1351 Main Street. - Aaron
3. 6/13 Elder Abuse Proclamation - Bill
4. 6/13 Music in the park - Chrissy
5. 6/13 update fee schedule - Recreation
6. 6/13 395 Crane Appeal further discussion - Erica
7. 6/13 Stale dated checks – April
8. 6/13 PH Hearing Notice - Accessory Dwelling Unit 1st reading Ordinance
9. 6/13 Napa County Housing Authority Agreement - Noah/Cindy
10. 6/13 Designated Affordable Housing house at 1620 Voorhes for sale, City has first right to purchase – Cindy
11. 6/13 Marin IT Contract for VOIP phone system - Kathy
12. 6/13 Marin IT Contract Amendment - Kathy
13. 6/13 Beringer Appeal - Noah
14. 6/13 Discussion of next steps on evaluating responses to Adams Street RFP's – Larry
15. 6/13 Little League Contract Amendment - Carlos
16. 6/13 Budget adoption and – April
17. 6/13 duly adopt and approve compensation schedule - Mandy

June: 6/27

18. 6/27 – PSA with GEI Bell Canyon intake tower rehabilitation- Erica
19. 6/27 Forensic Accounting - April
20. 6/27 Professional Service Agreement with Aqua Sierra Controls for Annual Instrumentation Maintenance and Repair Services at the Wastewater Treatment Plant - Tobias
21. 6/27 Accessory Dwelling Unit 2nd reading Ordinance
22. 6/27 NOAA site agreement for the weather station at the water treatment plant– Jennifer T.
23. 6/27 Boards and Committees appointments - Cindy
24. 6/27 GANN Limit - April
25. 6/27 NVTA MOU for Vine Shuttle - Tracey
26. 6/27 Appointing LOCC voting delegate - Cindy

11. ADJOURNMENT

The next Regular City Council meeting is scheduled for June 13, 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 May 19, 2017.



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

CHALLENGING DECISIONS OF CITY ENTITIES

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

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

SUPPLEMENTAL MATERIAL RECEIVED AFTER THE POSTING OF THE AGENDA

Any supplemental writings or documents distributed to a majority of the City Council regarding any item on this Agenda, after the posting of the Agenda, will be available for public review in the City Clerk's Office located at 1480 Main Street, St. Helena, California, during normal business hours. In addition, such writings or documents will be made available on the City's web site at https://sthelena.civicweb.net and will be available for public review at the respective meeting.

	Past Expenses Paid by St. Helena Water Enterprise for Removal of York Creek Dam/Creek Restoration			
Year	Description		Expense	Note
1992	Pollution cleanup expenses in York Creek	No Record		
1993	Litigation expense to defend S.H. against Pollution Violation	No Record		
1993	Fine for pollution		$5,000.00	
1993-99	No record of expenses. Two permit applications to USACOE.	No Record		
2000	Study - Assessment of Potential Upstream Passage/Salmonids UYCD	No Record		
2001	*Attorney Fees (Coombs and Dunlap) (Diane Price)*		$1,007.00	
2002	Initial Study Proposed Mitigated Declaration UYCD Removal Restoration	No Record		
2002	York Creek Physical Baseline Assessment Project	No Record		
2003	Letigation expenses to rescind court injunction to remove UYCD	No Record		
2003-2011	Lobbying expenses paid to Carmen Group 2003 thru March 2011	No Record		
2004	Final Environmental Impact Statement for UYCD Diversion Modification Project	No Record		
2004	Permit expense RWQCB		$500.00	
2004	York Creek Dam Diversion Modification Project		$269,647.02	
2004	Contract Services Expense to James Hanson YC Water Rights		$46,860.00	
2005	Historic Documentation by Dewey 5/13/05		$3,706.60	
2005	UYCD Project Mgt. Report 05/06 FY thru 5/1/ 2013 Expended Amt.		$1,461,388.64	
2006	Penalty of $70,000 for not removing dam (NOAA)		$70,000.00	
2012	11/1/2012 $70/day fine to NOAA for every day UYC remains		$114,800.00	Continues at $70.00 / day.
2012	Water Enterprise Bond Debt		$3,000,000.00	Interest payments being made
2013	Encumbered amount as of 5/1/2013 from UYCD Project Management Report		$111,123.55	
2016	Final EIR expenses paid to Prunuske Chatham (orig. budget $458,900)		$341,908.41	Contract cancelled mid-way
2016	Prunuske Chatham		$1,999.75	
2017	Michael Baker International Contract $461,813.00 final EIR.		$158,093.17	Portion of original contract paid to date
2017	Interest paid on $3 million bond debt from 2012 to date.	Unknown		3% of $3 million over five years = $450,000.00
	Total Costs Spent to remove UYCD to date		**$5,586,034.14**	**Paid to date**
2017	Still payable to MBI from original contract		$303,719.83	From previous approved budget
2017	Supplement MBI has requested as of 5/23/2017		$144,557.00	Currently being requested
			$6,034,310.97	
	MBI has estimated the cost to remove UYCD to be $4,727,249.00		$4,727,249.00	MBI Current Estimate to remove dam

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **AB 1479 - Public Records: Supervisor of Records: Fines - Notice of Opposition**

CEQA Determination: **Not a CEQA project**

Prepared By: Cindy Black

Cindy Black, City Clerk

Reviewed By:

Approved By: Larry J. Pennell

Larry Pennell, City Manager

BACKGROUND

The California Public Records Act requires a public agency to make its public records available for public inspection and to make copies available upon request and payment of a fee, unless the public records are exempt from disclosure.

The proposed measure places substantial burdens on local agencies by adding onerous, costly and unnecessary requirements in processing California Public Records Act (CPRA) requests. AB 1479 would mandate that every local agency assign a "Supervisor of Record" to review each public records act denial prior to the final determination being issued. Additionally, the measure establishes new and costly punitive damages assessed to agencies above and beyond plaintiffs' attorney fees established in current law.

DISCUSSION

Existing law requires an agency to justify withholding a record from disclosure by demonstrating either that the record in question is exempt under express provisions of

law or that on the facts of the particular case the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record. Existing law requires specified state and local agencies to establish written guidelines for accessibility of records. Existing law authorizes a person to institute proceedings for injunctive or declarative relief or writ of mandate in any court of competent jurisdiction to enforce his or her right to inspect or to receive a copy of any public record or class of public records under these provisions. This bill would require public agencies to designate a person or office to act as the agency's custodian of records who is responsible for responding to any request made pursuant to the California Public Records Act and any inquiry from the public about a decision by the agency to deny a request for records.

The League of California Cities urges jurisdictions to respectfully oppose this legislation.

FISCAL IMPACT
Unknown.

RECOMMENDED ACTION
Approve the notice of opposition to AB 1479.

ATTACHMENTS
AB 1479 - Notice of Opposition from CCAC
AB 1479 - Notice of Opposition LOCC

CCAC
CITY CLERKS ASSOCIATION OF CALIFORNIA

April 28, 2017

Honorable Rob Bonta
California State Assembly
State Capitol Building, Room 2148
Sacramento, California 95814
Via Electronic Mail

SUBJECT: **AB 1479 (Bonta). Public Records: Supervisor of Records: Fines**
NOTICE OF OPPOSITION ***(As Amended 03/21/17)***

Dear Assembly Member Bonta:

The City Clerks Association of California must respectfully oppose Assembly Bill (AB) 1479 which places substantial burdens on local agencies by adding onerous, costly and unnecessary requirements in processing California Public Records Act (CPRA) requests. AB 1479 would mandate that every local agency assign a "Supervisor of Record" to review each public records act denial prior to the final determination being issued. Additionally, the measure establishes new and costly punitive damages assessed to agencies above and beyond plaintiffs' attorney fees established in current law.

Local agencies strive to comply with the strict guidelines inherent with the CPRA; this measure runs counter to that intent. AB 1479 would cause further delays in processing requests by creating an additional step in the process whereby every request denial would have to be reviewed by the Supervisor of Record before a final determination from the agency can be issued. City Clerks and City Attorneys already work closely together to review records requests and exemptions and/or denials are carefully scrutinized. It is always our intent to ensure information remains widely accessible to the public whenever legally possible.

Local agencies have seen a significant spike in CPRA request in recent years. This measure fails to take into account that many of these requests are often made from requesters and/or private entities who reside outside of our jurisdictional boundaries. Moreover, these serial filers make incredibly complex data requests which are then repackaged and sold. Due to the increased volume of such requests, many agencies large and small have already had to hire additional staff dedicated solely to review documents in association with CPRA requests.

AB 1479 also creates increased litigation for local agencies under the CPRA. A requester can file suit on the day after responsive records are due which could be as early as eleven days after the request if there has been no extension of time. Once a suit is filed, generous attorneys' fees established in current law may still be awarded under the "catalyst" theory even if the

agency discloses the requested records after the litigation has commenced. Adding the additional punitive damages awards as high as $5,000 per violation will lead to a litany of satellite litigation given the grounds for punitive damages are so vast. Local agencies already potentially face significant liability exposure each time a request is denied due to the potential award of attorneys' fees.

For these reasons, the California City Clerk Association respectfully opposes AB 1479.

Sincerely,

Randi Johl, JD, MMC
Legislative Director

C: CCAC Legislative Committee / Board of Directors
League of California Cities
Alison Merrilees, Chief Counsel, Assembly Judiciary Committee
Paul Dress, Consultant, Republican Caucus

April 17, 2017

The Honorable Rob Bonta
California State Assembly
State Capitol Building, Room 2148
Sacramento, CA 95814

RE: AB 1479 (Bonta). Public Records: Supervisor of Records: Fines
Notice of Opposition *(as amended 03/21/17)*

Dear Assembly Member Bonta:

The undersigned organizations must respectfully oppose Assembly Bill (AB) 1479. As amended, the measure places substantial burdens on local agencies by adding onerous, costly and unnecessary requirements in processing California Public Records Act (CPRA) requests. AB 1479 would mandate that every local agency assign a "Supervisor of Record" to review each public records act denial prior to the final determination being issued. Additionally, the measure establishes new and costly punitive damages assessed to agencies above and beyond plaintiffs' attorney fees established in current law.

Creates New Costs and Impediments to Process Public Records Act Requests in a Timely Manner:
Local agencies strive to comply with the strict guidelines inherent with the CPRA; this measure runs counter to that intent. AB 1479 would cause further delays in processing requests by creating an additional step in the process whereby every request denial would have to be reviewed by the Supervisor of Record before a final determination from the agency can be issued.

Additionally, our agencies have seen a significant spike in CPRA request in recent years. For example, in 2013 the City of Sacramento processed 1,800 CPRA requests. In 2016 the city processed 4,002 requests— and that number is projected to increase in 2017. This measure fails to take into account that many of these requests are often made from requesters and/or private entities who reside outside of our jurisdictional boundaries. Moreover, these serial filers make incredibly complex data requests which are then repackaged and sold. Due to the increased volume of such requests, many agencies large and small have already had to hire additional staff dedicated solely to review documents in association with CPRA requests.

Creates Increased Litigation for Local Agencies:
Under the CPRA, the requester can file suit on the day after responsive records are due which could be as early as eleven days after the request if there has been no extension of time. Once a suit is filed, generous attorneys' fees established in current law may still be awarded under the "catalyst" theory even if the agency discloses the requested records after the litigation has commenced. It is our contention that adding the additional punitive damages award provision—which could be as high as $5,000 per violation will lead to a litany of satellite litigation given the grounds for punitive damages are so vast. Under this measure damages can be awarded on every type of violation, no matter how significant, no matter if a denial was made in good faith, etc.

In addition, viewed more broadly, the idea of punitive damages becoming a fixture in legislation against public entities is a troublesome precedent. Local agencies already potentially face significant liability exposure each time a request is denied due to the potential award of attorneys' fees.

The bill also appears to authorize a requestor to sue a public agency if the agency has "assessed an unreasonable fee upon a requester." However, the term "unreasonable" is not expressly defined in this measure, thereby creating uncertainty for agencies and increasing their exposure to litigation. Agencies are expressly authorized to charge certain fees, and there are existing avenues to challenge improper fees that have more exacting standards under current law.

In *County* of *Santa Clara v. Superior Court (Naymark) (2009) 171 Cal.App.4th 119,* the court found that Government Code sections 6258 and 6259 are narrow in terms of the types of lawsuits that are permitted under those sections. Under current law, lawsuits cannot be brought under Government Code sections 6258 or 6259 to challenge other alleged deficiencies in CPRA compliance—such as the production of a request that has already occurred but was late. However, this bill makes amends Government Code section 6259 to authorize the court to assess damages if a court finds a violation of the CPRA because the agency "*failed to furnish a properly requested record or a portion thereof in a timely manner, assessed an unreasonable fee upon a requester, or otherwise did not act in good faith to comply with this chapter*." But those causes of actions are not permitted under Government Code section 6259, per the courts determination in *Naymark*. The result is that this measure creates a situation whereby there is a remedy provided for a cause of action that is not available. This is untenable.

AB 1479 does not and is Unable to Mirror the 'Massachusetts' Model:

While we appreciate the attempt by the proponents to model this proposal on what was adopted in the state of Massachusetts, AB 1479 misses the mark. Under the Massachusetts Public Records Law, the State established a dedicated funded department under the Secretary of the Commonwealth (California's equivalent to the Secretary of State's Office). Appeals of determinations made by the municipal Records Access Officer (RAO) can be appealed and reviewed by the state The Secretary of the Commonwealth's RAO where the final determination of the request is made. Moreover, municipal RAO's are have the ability to charge and recover fees for the time spent searching, redacting, photocopying and refiling a record up to $25 per hour. Furthermore, a local agency has the ability to petition The Secretary of the Commonwealth's RAO for permission to assess and charge a higher hourly rate if needed.

These cost recovery provisions outlined in Massachusetts law are a *critical* component in the viability of having regional RAO's. Under Massachusetts law, in most cases every hour spent processing public records act requests are cost neutral. However, under California Proposition 42 all costs are placed squarely on the shoulders of local public agencies when responding to CPRA requests. Proposition 42 prevents local agencies from recouping virtually any current or future costs associated with the increased staffing/staff time that would be required to comply with this measure.

For these reasons we respectfully **oppose** Assembly Bill 1479. If you have any questions regarding our position, please do not hesitate to contact Dane Hutchings at the League of California Cities at (916) 658-8210, Dillon Gibbons at the California Special Districts Association at (916) 442-7887, Dorothy Johnson at the California State Association of Counties at (916) 327-7500, Danielle Blacet with the California Municipal Utilities Association at 916-326-5802, Amber King with Association of California Healthcare Districts at 916-266-6100 or Jolena Voorhis with Urban Counties of California.

Sincerely,

Dane Hutchings
League of California Cities

Danielle Blacet
California Municipal Utilities Association

Jolena Voorhis
Urban Counties of California

Dorothy Johnson
California State Association of Counties

Dillon Gibbons
California Special Districts Association

Amber King
Association of California Healthcare Districts

cc: Members, Assembly Judiciary Committee
Alison Merrilees, Chief Counsel, Assembly Judiciary Committee
Paul Dress, Consultant, Republican Caucus
Melinda McClain, Deputy Secretary, Office of Governor Edmund Brown Jr.

Report to the City Council
Council Meeting of May 9, 2017

Agenda Section: **Public Hearing**

Subject: **Second reading and proposed adoption of an Ordinance making Municipal Code amendments to Chapter 17.126 expanding the application of the City of St. Helena's Medical Marijuana regulations to address Recreational Marijuana in response to the passage of the California Proposition 64, or the Adult Use of Marijuana Act (AUMA), effective November 9, 2016.**

CEQA Status: **It is determined that the Ordinance is exempt from CEQA pursuant to Guidelines Sections 15061(b)(1), 15061(b)(2), and specifically, the "General Rule" Section 15061(b)(3), where is can be seen with certainty that the proposed action will have no significant effect on the environment. Moreover, the adoption of this Ordinance is further exempt from CEQA because the Ordinance does not change, but instead codifies existing City law and practice.**

Prepared By: **Noah Housh, Planning and Community Improvement Director**

Approved By: **Larry Pennell, Interim City Manager**

BACKGROUND

On November 8, 2016 voters approved Proposition 64, or the Adult Use of Marijuana Act ("AUMA") legalizing personal use and cultivation of non-medical marijuana and which became effective November 9, 2016. The AUMA provides that local governments can reasonably regulate, but cannot ban the personal indoor cultivation of up to six nonmedical marijuana plants per private residence. This includes cultivation in a greenhouse that is on the property of the residence, but not physically part of the home, insofar as it is fully enclosed, secure, and not visible from a public space. Because this activity is not subject to state licensing requirements, individuals may engage in personal indoor cultivation beginning November 9, 2016, unless a city enacts an ordinance imposing a reasonable regulatory scheme that would preclude them from doing so before complying with the city's regulatory requirements.

On March 21, 2017, the Planning Commission reviewed the proposed draft Ordinance prior to unanimously recommending the City Council adopt the proposed legislation with one additional recommendation which included consideration of allowing position for the

intent of delivery within the City of St Helena, up to the maximum allowable amounts under current state regulations for the transportation of medical and recreational marijuana.

On May 9, 2017 the City Council held a public hearing to introduce and hold the first reading of the proposed ordinance.

DISCUSSION

Below is a summary of the existing regulations, as well as the proposed amendments.

What the City's existing Ordinance prohibits

St. Helena's existing ordinance prohibits marijuana cultivation facilities, medical marijuana dispensaries, medical marijuana deliveries, and commercial cannabis activities, as defined therein, subject to limited and specified exceptions, within the city limits.

What the City's existing Ordinance Authorizes

The Ordinance allows for personal cultivation by a "qualified patient" of up to six (6) mature or twelve (12) immature marijuana plants subject to standards related to nuisance, external indications of cultivation activities, and maximum square footage of cultivation. All cultivation activities are required to be completely enclosed.

Substantive Changes imposed by the passage of AUMA

At present, the City of St. Helena's medical marijuana regulations prohibition of commercial cultivation and dispensaries are not preempted by, or becoming invalid because of, the passage of Proposition 64. Nevertheless, the AUMA triggers the need for certain changes to the City's existing marijuana regulations to respond to the substantive changes enumerated below and shown in italic typeface:

A. *Individuals may possess, process, transport, purchase, obtain or give away to persons over 21 years of age up to 28.5 grams of marijuana not in the form of concentrated cannabis.*

B. *Individuals may possess, process, transport, purchase, obtain, or give away to persons over 21 years of age without any compensation not more than eight grams of marijuana in the form of concentrated cannabis, including as contained in marijuana products.*

C. *Individuals may possess, plant, cultivate, harvest, dry, or process not more than six living marijuana plants and possess the marijuana produced by the plants. There may not be more than six living plants planted, cultivated, harvested, dried or processed within a single private residence or upon grounds of that residence at one time.*

D. *Cities can completely prohibit private outdoor cultivation, but they cannot prohibit cultivation within a private residence or within a fully enclosed and secured residential accessory structure.*

E. *Personal cultivators will need to comply with local ordinances regarding cultivation.*

F. *Cities can "enact and enforce reasonable regulations that reasonably regulate" personal indoor cultivation."* [1]

G. *Cities and counties may not "completely prohibit" personal cultivation in a private residence or residential accessory structure that is "fully enclosed and secure."*

H. *With regard to commercial marijuana businesses, the AUMA establishes a regulatory system that is very similar to the medical marijuana regulatory system created by the Medical Cannabis Regulation and Safety Act ("MCRSA"), which was passed into law last year. Under the AUMA, marijuana cultivators, manufacturers, distributors, retailers, and testing laboratories need to obtain a state license to operate. Local agencies retain the ability to completely prohibit recreational marijuana businesses if they so choose. However, the AUMA imposes certain restrictions on local police power with regard to private cultivation at private residences.*

PROPOSED AMENDMENTS

A review of the existing ordinance and related code sections, acknowledging the substantive changes enumerated above, it was found that the City's Marijuana Ordinance is *inconsistent* with a limited number of the newly imposed State regulations. Based on this, staff recommends the following policies and/or definitions should be updated, as detailed below.

Proposed Code deletions are shown in ~~strikethrough~~ with additions shown in red text.

1. *Title*
   To reflect the expanded applicability of Chapter 17.126, the Title should be revised to read, "Marijuana Facilities" and not specify "Medical Marijuana Facilities." As such, the following revision is proposed:

   Chapter 17.126
   ~~MEDICAL~~ MARIJUANA FACILITIES

2. *Marijuana Definition*

[1] *The AUMA does not define what constitutes a reasonable regulation of personal cultivation. However, the term "reasonable regulation" would likely include the following: prohibitions on nuisance odors, local permit requirements, and fire and safety inspections. A city could also require that indoor cultivators obtain the landlord's consent, if applicable.*

The AUMA broadens the definition of marijuana in Health and Safety Code section 11018. To be consistent with State law, the City of St. Helena's marijuana definition contained in Section 17.126.060 (D) should be revised as follows:

> "Marijuana" means all parts of the plant Cannabis, whether growing or not; the seeds thereof; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds or resin. It includes marijuana infused in foodstuff, and concentrated cannabis and the separated resin, whether crude or petrified, obtained from marijuana. It does not include ~~the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except resin extracted therefrom), fiber, oil, or cake, or the sterilized seeds of the plant that are incapable of germination.~~
>
> (A) Industrial hemp
>
> (B) The weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink or other product.

3. *Personal Cultivation*

At present, the City of St. Helena Municipal Code only references the cultivation of medical marijuana. Given the changes imposed by AUMA, it is recommended the Code be updated to add cultivation of recreational marijuana to SHMC section 17.126.030(c) which regulates the private cultivation of medical marijuana. Similarly, the measures meant to lessen the impacts of personal cultivation of medical marijuana on neighboring residences and communities should be expanded to apply to recreational marijuana cultivation, as well.

Accordingly, Code Section 17.126.030 will be updated such that the personal cultivation of medical *and/ or* recreational marijuana (1) occurs only indoors; (2) the location of cultivation activities is indoors, and/or housed completely within a structure with no external indication of cultivation activities; and (3) cultivation of marijuana may not create or cause a nuisance condition and the city may abate, in any manner permitted by law, a nuisance condition created or caused by marijuana cultivation.

17.126.030 Prohibitions and limited exceptions.

….

> C. The prohibition against cultivation facilities set forth in subsection B of this section, however, shall not apply to ~~a qualified patient cultivating marijuana/Cannabis pursuant to Section 11362.5 and the Guidelines for the Security and Non-Diversion of Marijuana~~

~~Grown for Medical Use promulgated by the California Attorney General~~ or to any individual, patient or designated primary caregiver cultivating marijuana for non-medical use under the following circumstances:

1. ~~The patient or designated caregiver~~ The individual, patient or primary caregiver maintain no more than six mature or twelve (12) immature marijuana/Cannabis plants at a single private residence, or upon the grounds of that residence; and

2. The individual, patient or primary caregiver ~~patient or designated caregiver~~ cultivates marijuana/Cannabis for ~~the patient's~~ personal ~~medical~~ use and does not sell, distribute, donate, transmit, or provide marijuana/Cannabis to any other person or entity; and

3. The location of all cultivation activities is located indoors, and housed completely within a structure with no external indication of cultivation activities (this limitation shall not preclude the use of a greenhouse for cultivation); and

4. The property on which an ~~qualified patient or designated caregiver~~ individual is cultivating marijuana/Cannabis has no more than one hundred (100) square feet devoted to the cultivation of marijuana/Cannabis ~~by any qualified patient or combination of qualified patients~~ (the area used to cultivate marijuana/Cannabis shall be measured by the aggregate area of vegetative growth of live marijuana plants on the premises).

Notwithstanding this exception, an ~~qualified patient~~ individual, patient or primary caregiver cultivating marijuana may not create or cause a nuisance condition and the city may abate, in any manner permitted by law, a nuisance condition created or caused by, associated with, or arising from marijuana cultivation by a qualified patient.

4. *Prohibitions on Commercial Marijuana Businesses*
The AUMA provides that cities may "completely prohibit the establishment or operation of one or more types of businesses licensed under" the AUMA.[2] As such, according to the City's legal counsel, if the City wishes to continue its ban on marijuana dispensaries and cultivation facilities, it should add a provision to its marijuana ordinance specifying that *all* forms of businesses licensed under the AUMA are prohibited. The existing language of the SHMC prohibiting medical marijuana dispensaries and cultivation facilities will remain intact. As such, Code Section 17.126.030(D) should be updated as follows:

17.126.030 Prohibitions and limited exceptions.

[2] Bus. and Prof. Code § 26200.

....

D. All forms of Commercial cannabis activities are prohibited in all zoning districts in the city, with the exception of delivery services and shall not be established or operated anywhere in the city. The city shall not issue, approve or grant any permit, license or other entitlement for the establishment or operation of a commercial cannabis activity including any and all license classifications set forth in the Adult Use of Marijuana Act, Cal. Health and Safety Code section 26050, as it may be amended. No person may be the lessor of property where a commercial cannabis activity is located. No person may participate as an employee, contractor, agent, volunteer, or in any manner or capacity in any commercial cannabis activity in the city.

PLANNING COMMISSION REVIEW

Amendments are governed by Municipal Code Chapter 17.12 and by Government Code Section 65853. Municipal Code Chapter 17 stipulates that text amendments be reviewed by the Planning Commission and recommended to the City Council. As mentioned, the proposed draft amendments were reviewed on March 21, 2017 and unanimously recommended by the Planning Commission for approval by the City Council insofar as the Planning Commission found the proposed amendments are in conformance with the General Plan and consistent with the public necessity, convenience, general welfare, and good zoning practice.

General Plan Consistency

The proposed text amendments are intended to achieve the minimum required changes so as to conform to state law. The proposed changes will broaden the scope of the City of St. Helena's Marijuana Ordinance to address cultivation of recreational marijuana in addition to medical marijuana. Considering all its aspects, the proposed text amendments are expected to further the objectives and policies of the General Plan and would not obstruct their attainment.

General Welfare Provisions

The proposed text amendments would further the public necessity, convenience, and general welfare of St. Helena Residents by ensuring the appropriate regulation and enforcement of medical and recreational use of marijuana within the City of St. Helena.

FISCAL IMPACT

No direct fiscal impacts to the City were determined to result from the adoption of the draft ordinance. Indirect fiscal impacts could result from the enforcement of the adopted regulations.

RECOMMENDED ACTION

The Planning Commission recommends that the City Council review the proposed text amendments to Municipal Code Chapter 17.126, including the provision allowing delivery services within St Helena, and recommends the following:

1. Determine that the proposed amendments to Municipal Code Chapter 17.126 are exempt under Public Resources Code Section 21080.17, and

2. Review and approve the proposed amendments to Municipal Code Chapter 17.126 in order to establish compliance with the amended text of the Control, Regulate and Tax Adult Use of Marijuana Act, No. 15-0103.

ATTACHMENTS

1. Proposed Ordinance

CITY OF ST. HELENA

ORDINANCE NO. 2017-

ORDINANCE AMENDING ST HELENA MUNICIPAL CODE CHAPTER 17.126, EXPANDING THE CITY OF ST. HELENA'S MEDICAL MARIJUANA REGULATIONS TO ADDRESS RECREATIONAL MARIJUANA IN RESPONSE TO THE PASSAGE OF THE CALIFORNIA PROPOSITION 64, OR THE ADULT USE OF MARIJUANA ACT (AUMA).

SECTION 1. Findings. The City Council finds:

A. On January 12, 2016 the City of St. Helena adopted Ordinance No 2016-4 prohibiting marijuana cultivation, dispensaries and deliveries within the City of St. Helena and subject to limited exceptions, including those related to the limited cultivation of medical marijuana.

B. On November 8, 2016 voters approved Proposition 64, or the Adult Use of Marijuana Act ("AUMA") legalizing personal use and cultivation of nonmedical marijuana and which became effective November 9, 2016.

C. The St. Helena Medical Marijuana Ordinance, St. Helena Municipal Code chapter 17.126, does not explicitly address cultivation of marijuana for non-medical purposes.

D. AUMA provides that local governments can reasonably regulate, but cannot ban the personal indoor cultivation of up to six nonmedical marijuana plants per private residence and further specifies that because personal cultivation is not subject to state licensing requirements, individuals may engage in personal indoor cultivation beginning November 9, 2016, unless a city enacts an ordinance imposing a reasonable regulatory scheme that would preclude them from doing so before complying with the city's regulatory requirements.

E. To expand the City of St. Helena's marijuana regulations to apply to individual cultivation, revisions to St. Helena Municipal Code Chapter 17.126, attached hereto as Exhibit 1, are proposed.

F. The Planning Commission of the City of St. Helena held a duly notice Public Hearing to review the proposed Ordinance revisions on March 21, 2017, and recommended the amendments to Chapter 17.126.

G. The amendments to the St, Helena Municipal Code made by this ordinance would further the public necessity, convenience, and general welfare of St. Helena residents by promoting opportunities to confirm existing regulations regarding cannabis, address requirements under the California Proposition 64 (AUMA), and meet the needs of citizens in their procurement of cannabis within the City of St. Helena.

H. The amendments to the St, Helena Municipal Code made by this ordinance are consistent with the General Plan in that the proposed amendments will encourage retail business commensurate and compatible with the small town character of St Helena (Policy 2.6.39), allow businesses which are primarily local-serving within commercial areas (Policy 2.6.42), encourage and support regional efforts to displace motor vehicles off of HWY 29 (Policy 8.2.11), support the development of only those industrial that are consistent with agricultural and environmental values, and the role of the City as an agriculturally-based service center for the surrounding area (Policy 2.6.55) and in that they will ensure that industrial projects are design and sited so as to provide a positive image of the community (Policy 2.6.55) amongst others.

SECTION 2. Amendment. SHMC Chapter 17.126 is hereby amended to to address both medical and recreational marijuana, as required by Proposition 64, the Adult Use of Marijuana Act (AUMA), and to authorize cannabis deliveries, as expressely identified in the attached "Exhibit A".

SECTION 3. CEQA. The City Council hereby finds that the Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to the CEQA Guidelines Sections 15061(b)(1), 15061(b)(2), and specifically, the "General Rule" Section 15061(b)(3), where is can be seen with certainty that the proposed action will have no significant effect on the environment.

SECTION 4. Severability. The City Council hereby declares every section, paragraph, sentence, cause and phrase is severable. If any section, paragraph, sentence, clause or phrase of this ordinance is for any reason found to be invalid or unconstitutional, such invalidity, or unconstitutionality shall not affect the validity or constitutionality of the remaining sections, paragraphs, sentences, clauses or phrases.

SECTION 5. Effective Date. This ordinance shall take effect and be in force 30 days after its adoption, and a summary of this ordinance shall be published once with the names of the members of the Council voting for and against the ordinance in the St. Helena Star, a newspaper of general circulation published in the city of St. Helena.

SECTION 6. Inclusion in the St. Helena Municipal Code. It is the intention of the St. Helena City Council that the text in Exhibit A of this ordinance be made a part of the St. Helena Municipal Code and that the text may be renumbered or relettered and the word "Ordinance" may be changed to "Section," "Chapter," or such other appropriate word or phrase to accomplish this intention.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the 9th day of May 2017, and was adopted at a regular meeting of the St. Helena City Council on the ___th day of _____, 2017, by the following vote:

AYES:
NOES:
ABSENT:

ABSTAIN:

_____
Alan Galbraith, Mayor

ATTEST:

CITY OF ST. HELENA

_____
Cindy Black, City Clerk

I, CINDY BLACK, CITY CLERK of the City of St. Helena, California, do hereby certify that the foregoing Ordinance was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the 9th day of May, 2017. That thereafter said Ordinance was duly adopted and passed at a regular meeting of the City Council on the ___the day of _____, 2017 by the following vote:

AYES:
NOES:
ABSENT:

Exhibit A

Chapter 17.126
MARIJUANA FACILITIES

Sections:

17.126.010 Purpose.

17.126.020 Definitions.

17.126.030 Prohibitions and limited exceptions.

17.126.040 Enforcement.

17.126.010 Purpose.

SHARE

The purpose and intent of this chapter is to prohibit marijuana cultivation facilities, medical marijuana dispensaries, medical marijuana deliveries, and commercial cannabis activities, as defined below, subject to limited and specified exceptions, within the city limits. It is recognized that it is a federal violation under the Controlled Substances Act to possess or distribute marijuana even if for medical purposes. Additionally, there is evidence of an increased incidence of crime-related secondary impacts in locations associated with marijuana cultivation facilities and medical marijuana dispensaries and in connection with medical marijuana deliveries, which is contrary to policies that are intended to promote and maintain the public's health, safety, and welfare. (Ord. 16-4 § 2 (Exh. A (part)))

17.126.020 Definitions.

SHARE

The following definitions shall apply to the provisions of this chapter:

A. "Commercial cannabis activity" shall have the meaning set forth in Business and Professions Code Section 19300.5(k).

B. "Cultivation" means any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of marijuana.

C. "Establish" or "operate" a marijuana cultivation facility, medical marijuana dispensary, or commercial cannabis activity means and includes any of the following:

1. The opening or commencement of the operation of a marijuana cultivation facility, medical marijuana dispensary, or commercial cannabis activity;

2. The conversion of an existing business, facility, use, establishment, or location to a marijuana cultivation facility, medical marijuana dispensary, or commercial cannabis activity;

Exhibit A

3. The addition of a marijuana cultivation facility, medical marijuana dispensary, or commercial cannabis activity to any other existing business, facility, use, establishment or location.

D. "Marijuana" means all parts of the plant Cannabis, whether growing or not; the seeds thereof; the resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds or resin. It includes marijuana infused in foodstuff, and concentrated cannabis and the separated resin, whether crude or petrified, obtained from marijuana. It does not include:

(A) Industrial hemp

(B) The weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink or other product.

E. "Medical marijuana" is marijuana used for medical purposes where that medical use is deemed appropriate and has been recommended by a physician who has determined that the person's health would benefit from the use of marijuana in the treatment of acquired immune deficiency syndrome ("AIDS"), anorexia, arthritis, cancer, chronic pain, glaucoma, migraine, spasticity, or any other serious medical condition for which marijuana is deemed to provide relief as defined in subsection (h) of Health and Safety Code Section 11362.7.

F. "Marijuana cultivation facility" means any business, facility, use, establishment, property, or location where the cultivation of marijuana occurs.

G. "Medical marijuana dispensary" means any business, facility, use, establishment, property, or location, whether fixed or mobile, where medical marijuana is sold, made available, delivered and/or distributed by or to three or more people. A "medical marijuana dispensary" does not include the following uses, as long as the location of such uses are otherwise regulated by this code or applicable law: a clinic licensed pursuant to Chapter 1 of Division 2 of the Health and Safety Code, a health care facility licensed pursuant to Chapter 2 of Division 2 of the Health and Safety Code, a residential care facility for persons with chronic life-threatening illness licensed pursuant to Chapter 3.01 of Division 2 of the Health and Safety Code, a residential care facility for the elderly licensed pursuant to Chapter 3.2 of Division 2 of the Health and Safety Code, a residential hospice, or a home health agency licensed pursuant to Chapter 8 of Division 2 of the Health and Safety Code, as long as any such use complies strictly with applicable law including, but not limited to, Health and Safety Code Section 11362.5 et seq. (Ord. 16-4 § 2 (Exh. A (part)))

17.126.030 Prohibitions and limited exceptions. SHARE

Exhibit A

A. Medical marijuana dispensaries are prohibited in all zoning districts in the city and shall not be established or operated anywhere in the city. The city shall not issue, approve or grant any permit, license or other entitlement for the establishment or operation of a medical marijuana dispensary. No person may be the lessor of property where a medical marijuana dispensary is located. No person may participate as an employee, contractor, agent, volunteer, or in any manner or capacity in any medical marijuana dispensary in the city.

B. Marijuana cultivation facilities are prohibited in all zoning districts in the city and shall not be established or operated anywhere in the city. The city shall not issue, approve or grant any permit, license or other entitlement for the establishment or operation of a marijuana cultivation facility. No person may be the lessor of property where a marijuana cultivation facility is located. No person may participate as an employee, contractor, agent, volunteer, or in any manner or capacity in any marijuana cultivation facility in the city.

C. The prohibition against cultivation facilities set forth in subsection B of this section, however, shall not apply to a qualified patient cultivating marijuana/Cannabis pursuant to Section 11362.5 and the Guidelines for the Security and Non-Diversion of Marijuana Grown for Medical Use promulgated by the California Attorney General or to any individual cultivating marijuana for non-medical use under the following circumstances:

1. The individual and/or patient maintains no more than six mature or twelve (12) immature marijuana/Cannabis plants at a single private residence, or upon the grounds of that residence; and

2. The individual, patient or primary caregiver cultivates marijuana/cannabis for a patient's or individual's personal use and does not sell, distribute, donate, transmit, or provide marijuana/Cannabis to any other person or entity; and

3. The location of all cultivation activities is located indoors, and housed completely within a structure with no external indication of cultivation activities (this limitation shall not preclude the use of a greenhouse for cultivation); and

4. The property on which an individual is cultivating medical or recreational marijuana/Cannabis has no more than one hundred (100) square feet devoted to the cultivation of marijuana/Cannabis (the area used to cultivate marijuana/Cannabis shall be measured by the aggregate area of vegetative growth of live marijuana plants on the premises).

Exhibit A

Notwithstanding this exception, an individual and/or patient cultivating marijuana may not create or cause a nuisance condition and the city may abate, in any manner permitted by law, a nuisance condition created or caused by, associated with, or arising from marijuana cultivation by a qualified patient.

17.126.030 Prohibitions and limited exceptions.

D. All forms of Commercial cannabis activities are prohibited in all zoning districts in the city with the exception of delivery services and shall not be established or operated anywhere in the city. The city shall not issue, approve or grant any permit, license or other entitlement for the establishment or operation of a commercial cannabis activity including any and all license classifications set forth in the Adult Use of Marijuana Act, Cal. Health and Safety Code section 26050, as it may be amended. No person may be the lessor of property where a commercial cannabis activity is located. No person may participate as an employee, contractor, agent, volunteer, or in any manner or capacity in any commercial cannabis activity in the city.

E. No person and/or entity may deliver or transport medical marijuana from any fixed or mobile location, either inside or outside the city, to any person in the city, except that a person may deliver or transport marijuana to a qualified patient (with an identification card, as those terms are defined in Health and Safety Code Section 11362.7, for whom he or she is the primary caregiver within the meaning of Health and Safety Code Sections 11362.5 and 11362.7(d)) or individual up to the maximum allowable amounts under current state regulations for the transportation of medical and recreational marijuana.

F. Nothing contained in this section shall be deemed to permit or authorize any use or activity which is otherwise prohibited by any state or federal law. (Ord. 16-4 § 2 (Exh. A (part)))

17.126.040 Enforcement. SHARE

The city may enforce this chapter in any manner permitted by law. The violation of this chapter shall be and is hereby declared to be a public nuisance and contrary to the public interest and shall, at the discretion of the city, create a cause of action for injunctive relief. (Ord. 16-4 § 2 (Exh. A (part)))

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consideration and proposed approval of a resolution approving Amendment No. 3 to the Employment Agreement with Fire Chief John Sorensen to increase the hours of work an additional day (eight hours) per week and increase annual compensation to $62,000 effective July 1, 2017**

CEQA Determination: **Not a CEQA project**

Prepared By:
Kathy Robinson, Director of HR & IT

Reviewed By:
Larry Pennell, City Manager

Approved By:
Larry Pennell, City Manager

BACKGROUND

Municipal Code Section 2.48.040 states, "The officers of the fire department shall consist of a chief, a first assistant chief, a second assistant chief, a fire marshal, and company officers as may be provided by the bylaws of the fire department. The Chief shall be appointed by the City Council. The chief shall be appointed every three years in January of the three-year cycle. The fire department may recommend to the City Council prior to appointment of a chief its choice or choices for chief. The chief shall hold office until the chief's successor is appointed. The other officers of the fire

department shall be selected as provided in the bylaws of the fire department. (Prior code § 5A.4)"

Customarily based on the recommendation of the volunteer members of the Fire Department the City Council appoints a Fire Chief.

On January 28, 2010, the members of the Fire Department voted in favor of recommending John Sorensen as Fire Chief for a three year term. Upon their recommendation, the City Council appointed John Sorensen on February 9, 2010 as the new Fire Chief of the St. Helena Fire Department.

On January 12, 2016, the City Council approved Resolution 2016-11 amending the Municipal Code and transitioned firefighters' service model from a pay-per-call independent contractor to permanent part-time creating 30 part-time positions.

On February 23, 2016, City Council approved Resolution 2016-25 Amendment 1 of the Fire Chief's employment contract, reappointing Chief Sorensen for a three-year term expiring on January 31, 2019. The terms of that agreement established that the Chief would be on site one day a week for an annual compensation of $31,000.

On October 11, 2016, City Council approved Resolution 2016-135 approving amendment 2 to re-establish a specified hourly rate of $74.51 for the Chief's overhead assignment outside of the City of St. Helena jurisdiction billed to the State of California and the Department of Emergency Services.

DISCUSSION

The Fire Chief reports directly to the City Manager and serves as a member of the Executive Team, and is currently paid by the City for at least one day a week. The Chief is responsible for overall management, suppression and fire prevention duties of the Fire Department. After a full year of having transitioned the firefighters' service model to permanent part-time, the City Manager and Fire Chief have determined that the needs of the city's fire operations necessitates that to effectively and efficiently manage the department, an additional day (eight hours) of work per week is warranted. The additional hours will provide additional oversight over the 30 permanent part-time positions and one full-time administrative manager.

Given that the amendment changes would be not be effective until July 1, 2017, authorization and approval of the publicly available pay schedule is not needed at this time. Staff will bring back for City Council authorization and approval of the publicly available pay schedule reflecting the Fire Chief's annual base compensation with the approval and adoption of the City's FY 2017-18 budget expected to be during a regular City Council session in June.

FISCAL IMPACT

The fiscal impact of the total compensation would be a gross annual increase of $39,589 (which includes cost of applicable taxes, SSN and PERS) effective July 1, 2017, and has been included in the proposed FY 2017-18.

RECOMMENDED ACTION

Approve.

ATTACHMENTS

Attachment 1. Fire Chief Amendment 3 Reso

Attachment 1

CITY OF ST. HELENA

RESOLUTION NO. 2017-XX

Approving Amendment No. 3 to the Employment Agreement with Fire Chief John Sorensen to increase the hours of work an additional day (eight hours) per week and increase annual compensation to $62,000 effective July 1, 2017 (OES)

RECITALS

A. Municipal Code Section 2.48.040 states, “The officers of the fire department shall consist of a chief, a first assistant chief, a second assistant chief, a fire marshal, and company officers as may be provided by the bylaws of the fire department. The chief shall be appointed by the city council. The chief shall be appointed every three years in February of the three year cycle. The fire department may recommend to the city council prior to appointment of a chief its choice or choices for chief. The chief shall hold office until the chief’s successor is appointed. The other officers of the fire department shall be selected as provided in the bylaws of the fire department. (Prior code § 5A.4)”; and

B. Every three years since January 28, 2010, the members of the Fire Department have voted in favor of recommending John Sorensen as Fire Chief; upon that recommendation, the City Council has appointed John Sorensen as the Fire Chief of the St. Helena Fire Department every three years; and

C. The most recent appointment was made when City Council adopted Resolution 2016-25 appointing John Sorenson for a three year term expiring January 31, 2019; and

D. As part of process to transition the City’s pay-per-call volunteer fire department to a permanent part-time fire department, the City Council adopted Resolution 2016-11 transitioning the fire department to permanent part-time and rescinded Resolution 2012-60; and

E. Resolution 2012-60 had established firefighters’ active duty pay and included the Chief’s then established hourly rate of $54.80; and

F. Resolution 2016-135 approved amendment 2 to re-establish a specified hourly rate of $74.51 for the Chief's overhead assignment outside of the City of St. Helena jurisdiction billed to the State of California and the Department of Emergency Services; and

G. After a full year of having transitioned the firefighters' service model to permanent part-time, the City Manager and Fire Chief have determined that

the needs of the city's fire operations necessitate that to effectively and efficiently manage the department, an additional day (eight hours) of work per week is warranted; and

H. The additional hours will provide additional oversight over the 30 permanent part-time positions and one full-time administrative manager.

RESOLUTION

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

1. Approves approval of a resolution approving Amendment No. 3 to the Employment Agreement with Fire Chief John Sorensen to increase the hours of work an additional day (8 hours) per week and increase annual compensation to $62,000 effective July 1, 2017.

I HEREBY CERTIFY that this Resolution was adopted at a regular meeting of the City Council held on May 23, 2017 by the following roll call vote:

Mayor Galbraith: _____
Vice Mayor White: _____
Councilmember Dohring: _____
Councilmember Koberstein: _____
Councilmember Ellsworth: _____

APPROVED: ATTEST:

_____ _____
Alan Galbraith, Mayor Cindy Black, City Clerk

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consideration and proposed approval of a resolution authorizing a reimbursement to Thomas Thornton for building permit fees associated with the installation of the Robert Louis Stevenson (RLS) Museum temporary display structure at the corner of Adams Street and Library Lane in the amount of $558.50**

CEQA Determination: **Not a CEQA project**

Prepared By: Cindy Black
Cindy Black, City Clerk

Reviewed By:

Approved By: Larry J. Pennell
Larry Pennell, City Manager

BACKGROUND
On March 28, 2017 the City Council authorized the RLS Museum and RLS Middle School to construct a billboard structure at the corner of Library Lane near the Museum. The billboard structure contains a series of original works of art as part of the first Inspired by Stevenson art program.

DISCUSSION
A building permit to install the structure was deemed necessary and Thomas Thornton applied for the permit and paid the associated fees.

FISCAL IMPACT
Reimbursement in the of $558.50.

RECOMMENDED ACTION

Staff recommends authorization to reimburse Mr. Thornton the building permit fees in the amount of $558.50.

ATTACHMENTS

RLS Museum Reso Attachment 1 and 2
RLS Museum Reso Attachment 3

BUILDING/FIRE DEPARTMENT
1480 Main Street
St. Helena, CA 94574

Phone (707) 968-2657
Fax (707) 963-7748

DATE	VALUATION	PERMIT NO.
3/28/2017	$500.00	BDR1703-003

JOB SITE ADDRESS	APN
no Site Address	009150006

OWNER -	CONTRACTOR -
City Of St Helena 1480 Main St Saint Helena, CA 94574	Bus. Lic. No.

DESCRIPTION
TEMPORARY ARTWORK PROJECT

FEE DESCRIPTION	FEES	
CALIF BUILDING STD ADMIN FEE	101-21-54	$1.00
SIGNS - NONELECTRICAL	101-3120	$557.00
SMI - COMMERCIAL	101-2153	$0.50
TOTAL FEES		$558.50

LICENSED CONTRACTOR DECLARATION

I hereby affirm *under penalty of perjury* that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my License is in full force and effect.

License Class Lic No. Exp. Date

Date _____ Signature of Contractor _____

OWNER-BUILDER DECLARATION

I hereby affirm *under penalty of perjury* that I am exempt from the Contractor's License Law for the following reason:
( ) I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code)
( ) I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code)
( ) I am exempt under Sec. ___ 17 ___, B.&P.C. for this reason _____

_____

Date _____ Owner _____

WORKER'S COMPENSATION DECLARATION

I hereby affirm *under penalty of perjury* one of the following declarations:
( ) I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
( ) I have and will maintain workers' compensation insurance as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance and policy number are:

Carrier Policy No.

(This section need not be completed if the permit valuation is for $100.00 or less.)

( ) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that *if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code*, I shall forthwith comply with those provisions.

Date _____ Applicant _____

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEE.

CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____

Lender's Address _____

IMPORTANT: Application is hereby made to the Director of Building and Safety for a permit subject to the conditions and restrictions set forth on his application.
1. Each person upon whose behalf this application is made & each person at whose request and for whose benefit work is performed under or pursuant to any permit issued as a result of this application agrees to & shall indemnify & hold harmless the City of St. Helena, its officers, agents, and employees.
2. Any permit issued as a result of this applications becomes null and void if work is not commenced within **180 days** from date of issuance of such permit, or cessation of work for 180 days will subject permit to cancellation.

I certify that I have read this application and state that the above information is correct. I agree to comply with all City and County ordinances and State laws relating to building construction, and hereby authorize representatives of this County to enter upon the above-mentioned property for inspection purposes.

Signature of Applicant _____ Date _____

Print Name of Applicant _____

CITY OF ST. HELENA
1480 Main St.
St. Helena, CA 94574

Date: 04/03/2017 Time: 08:45
Receipt No. 00128665

Account:CK Bldg 558.50

CA Bldg Std Admin Fee - BDR1703-003	1.00
Strong Motion - BDR1703-003	0.50
Signs Non electrical - BDR1703-003	557.00

Total		558.50
Check	1482	558.50
Cash		0.00

Total	558.50
Change	0.00

Bal Forward:

MT Bottles LLC
Customer #: 017549

Cashier: avidler
Station: FRONTCOUNTER



CITY OF ST. HELENA

RESOLUTION NO. 2017-

Authorizing a reimbursement to Thomas Thornton for building permit fees associated with the installation of the Robert Louis Stevenson (RLS) Museum temporary display structure at the corner of Adams Street and Library Lane in the amount of $558.50

RECITALS

A. On March 28, 2017 the City Council authorized the RLS Museum and RLS Middle School to construct a billboard structure at the corner of Library Lane near the Museum.

B. The billboard contains a series of artwork themed around Imagination first Inspired by Stevenson art program. The purpose of this project is for students to interpret a poem from "A Child's Garden of Verses" through artistic expression.

C. The installation of the display structure required a building permit. Mr. Thomas Thornton paid the necessary fees in the amount of $558.50 for the structure to be installed.

RESOLUTION

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

1. Authorization is hereby granted to reimburse Mr. Thomas Thornton for the building permit fees paid in the amount of $558.50.

I HEREBY CERTIFY that this Resolution was adopted at a regular meeting of the City Council held on May 23, 2017 by the following roll call vote:

Mayor Galbraith:

Vice Mayor White:

Councilmember Koberstein:

Councilmember Dohring:

Councilmember Ellsworth:

APPROVED: ATTEST:

_____ _____

Alan Galbraith, Mayor Cindy Black, City Clerk

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consideration and proposed approval of a resolution acknowledging and supporting a City of St. Helena Police Department Volunteer Program (DVP) and Operations Manual and approving a $4,000 DVP budget for FY 2017-18**

CEQA Determination: **Not a CEQA project**

Prepared By:
William Imboden, Chief of Police

Reviewed By:
Kathy Robinson, Director of HR & IT

William Imboden, Chief of Police

Approved By:
Larry Pennell, City Manager

BACKGROUND

The City of St. Helena City Council adopted Resolution 2016-14 approving a City of St. Helena Volunteer Policy and Procedures Handbook. The Volunteer Handbook was an essential document needed to provide policy and program guidance to staff and volunteers. On August 9, 2016 the City Council adopted Resolution 2016-107 approving a City of St. Helena Internship Policy providing a complementary program to the City's volunteer program. Both programs show the City Council's commitment to safe,

effective and meaningful engagement of community volunteers and students of all ages and backgrounds, in order to build community spirit, meet civic objectives, and increase the satisfaction of the public in all areas of city service. In continuing this spirit of providing meaningful engagement of community volunteers, the St. Helena Police Department has developed a Department Volunteer Program (DVP). The DVP will provide an opportunity for retired individuals, who have some extra time, to contribute to the community by assisting the Police Department in meaningful community safety, security, and service programs.

DISCUSSION

The purpose of the DVP Operations Manuel is to provide DVP volunteers an overview of the Police Departments policies and procedures concerning the Program. The operations manual allows the volunteer to gain a better understanding of what their role and responsibilities are during their assignment. The operations manual also provide them with the City's expectations concerning volunteers and gives clear direction for Police staff regarding standard policies and procedures in the program.

Key elements included in this manual are:

- The role and responsibilities of senior volunteers, including confidentiality, attendance, and limitations.
- The steps involved in becoming a City volunteer, including background checks and fingerprinting, the interview, orientation, training and evaluation processes.
- The forms that need to be completed to apply to become a volunteer, including the application and City of St. Helena Waiver & Release Form.
- Procedures for disciplinary action and dismissal and those covering injury and accidents.

The program manual has been vetted through the Police Department and Human Resources Department for coordination and cohesiveness with City policies, programs and services and the City Attorney's office for compliance with local, state and federal laws. Under the City's Municipal Code, the Police Chief has the authro8ity to establish and operate this policy. While City Council approval is not required to adopt the policy, it is staff's desire that City Council acknowledge and support the St. Helena Police Department Volunteer Program and operations manual by resolution, and approve the associated start up cost for the program is estimated at $4,000 which entails background checks, uniform costs and training material. The department estimates an annual recurring amount of $3,000.

FISCAL IMPACT

Approving the budget for the St. Helena Police Department Volunteer Program (DVP) Operations Manual will an incur an initial start up cost of $4,000 and a recurring annual amount of $3,000. The $4,000 start up budget has been included in the proposed FY 2017/18 budget and will have no impact on the City’s FY 2016/17 budget as the program will not officially kick off until the new budget year. The recurring annual budget will be proposed in subsequent program years.

RECOMMENDED ACTION
Approve.

ATTACHMENTS
Attachment 1 SHPD DVP Ops Manual
Attachment 2 DVP Background PHS
Attachment 3 DVP Policy
Attachment 4 DVP Resolution

ST. HELENA POLICE DEPARTMENT VOLUNTEER PROGRAM

The St. Helena Police Department Volunteer Program (DVP) provides an opportunity for retired individuals, who have some extra time, to contribute to the community by assisting the Police Department in meaningful community safety, security, and service programs.

Operations Manual

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ST. HELENA POLICE DEPARTMENT



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VOLUNTEER PROGRAM OPERATIONS MANUAL

May 23, 2017

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St. Helena Police Department

Vision

We are committed to working together, within the Department, in a problem-solving partnership with our community, local government agencies, private groups, and individuals to fight crime and improve the quality of life for the people of St. Helena.

Values

The principles upon which we base our policing are:

- Human Life: The protection of human life is our highest priority.

- Ethics: We will demonstrate integrity and Honor in all our actions.

- Crime Fighting: Our efforts to address Neighborhood problems will be based on a partnership with the community.

- Valuing People: We will treat each other with dignity and respect, protecting the rights and well-being of all individuals.

- Loyalty: We will be loyal to the community, to the Department and its members, and to the Standards of our profession.
-
- Open Communication: We will listen to one another's opinions and concerns.

- Fairness: Our decisions will be based on common sense, and will be balanced, moral, legal and without personal favoritism.

- Diversity: We appreciate one another's differences and recognize that our unique skills, knowledge, abilities and backgrounds bring strength and caring to our organization.

Mission

Our mission is to maintain peace and order through the provision of police services that are of the highest quality and responsive to the needs of the community. We will contribute to the safety and security of the community and apprehend those who commit criminal acts, by developing partnerships to prevent, reduce or eliminate neighborhood problems, and by providing police services that are fair, unbiased, judicious, and respectful of the dignity of all individuals.

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MISSION STATEMENT

The Department's Volunteer Program (DVP) is committed to developing a spirit of cooperation and partnership with the community. Our pledge is to recruit, train, and retain talented volunteers who will be encouraged to participate in meaningful community safety, security, and service programs.

Purpose

It is the policy of this Department to use qualified volunteers for specified tasks and duties in order to create efficiencies for the Department and improve services to the community. Volunteers are intended to supplement and support, rather than supplant, sworn officers and civilian personnel. Volunteers can be an important part of any organization and are proven to be a valuable asset to law enforcement agencies. Volunteers help to increase departmental responsiveness, delivery of services and information input, and provide new program opportunities. In addition, volunteers bring new skills and expertise to the Department and prompt new enthusiasm.

The Volunteer Program is not designed for persons who are interested in law enforcement as a career, but rather for individuals who seek to contribute to the safety, security, and service of their community in their spare time.

DVP personnel shall strive to enhance community safety and security through programs of crime prevention, with active citizen involvement in these efforts.

Definition of Volunteer

An individual who performs a service for the Department without promise, expectation, or receipt of compensation for services rendered.

Objectives

The DVP program will be continually evaluated as to its effectiveness in accomplishing the following:

Enhancing crime prevention programs within the City of St. Helena.

Supporting the Department's mission and ability to serve the City of St. Helena.

Promoting community awareness and acceptance of the Department, and ensuring that the DVP supports the Department's community relations efforts.

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VOLUNTEER SERVICES

The St. Helena Police Department is responsible for coordinating the Department-wide operation of the DVP. Specifically, the Department coordinates:

1. Establishing Department-wide policies and procedures pertaining to the operation of the DVP program.

2. Developing and maintaining a Department-wide training syllabus for use by all DVP program.

3. Conducting and facilitating DVP training, including;

    Basic Academy
    Field Trainers Academy
    Yearly Update Training
    Command-Specific Duty Training

4. Researching points of legality and liability, which may pertain to the operation of the Department's DVP program.

5. Ensuring that the DVP program meets the definition of volunteers in that they augment staffing not replace paid employees.

6. Processing background checks on DVP applicants.

7. Maintaining training files of each DVP, including course outlines and the names of members trained.

8. Providing a resource to area commands on issues relating to the DVP program.

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DVP LIMITATIONS

Volunteers are not police officers andshall not carry any type of weapons or take any type of enforcement action.

Volunteers shall be advised of the following:

- ***Never*** place yourself in a dangerous situation, or get involved in anything, which could become confrontational.
- If you accidentally become involved in a dangerous or confrontational situation, immediately back away and notify Dispatch.
- As an DVP member, ***you will never carry any type of weapon*** while on duty, even if you have a concealed weapons permit.
- You are not to make, or attempt to make, arrests.
- If you come across a dangerous situation, or observe a crime in progress, move to a safe location and observe as you have been trained.
- Do not respond to any radio calls unless DVP is specifically asked for and never attempt to cover an officer who is involved in a dangerous situation.
- If, during a vacation house check, you discover an open door or window, do not enter under any circumstances. (This subject will be covered during training.)
- Remember, the success or failure of the DVP will depend on you and your actions. It is impossible to cover all situations that you may encounter, however you are always to use good, sound judgment and common sense while performing your DVP duties.
- When in doubt, err on the side of safety.

COMMAND

The purpose of the DVP is to provide uniformed, non-enforcement service within the City of St. Helena.

INSURANCE COVERAGE

DVP members shall be covered for work-related injuries by the City's Workers' Compensation Insurance administered through Redwood Empire Municipal Insurance Fund (REMIF) (707) 938-2388. During your initial paper work you had the option to pre-select a Treating Physician for a work-related injury, and you have the option to submit this designation any time during your volunteer period. However please be aware, this form must be signed by the doctor and on file with the Human Resources Department prior to any work injury or illness in order to receive initial treatment from your chosen physician. If you did not pre-select a physician, the City's Worker's Compensation medical provider is Job Care Occupational Health (non-emergency) or St. Helena Hospital Emergency (707) 963-3611.

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No other insurance benefits are provided to DVP members.

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DUTIES

SVP members have various responsibilities and duties. Their main function is to perform non-confrontational duties, which help the Department to achieve its goal of better serving the community.

Listed below are some of the duties which SVP personnel may be asked to perform:

Driving the city in a marked patrol car as extra eyes and ears of the Department
Providing citizen assistance
Vacation house checks
Fingerprinting
Traffic Control
Neighborhood Watch
Enforcing disabled parking regulations
You Are Not Alone program (YANA)
Marking and assisting in abating unattended or abandoned vehicles
Clerical duties
Stranger/Danger presentations
Senior safety presentations

NOTE:

All of the above tasks are covered in the initial SVP Training Academy and some members may have to be individually trained at a later date.

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TRAINING vs. OPERATIONAL INFORMATION

TRAINING is defined as instruction given to members to make them proficient in a task or to aid in their growth or development of a performed task. (Example: Training on locating and removing latent fingerprints would require review of the training outline prior to beginning the training.)

OPERATIONAL INFORMATION is provided to members with general information about the Police Department or community that will not require the members to perform those duties. (Example: The K9 unit providing a demonstration at a monthly training meeting would be for informational purpose only.)

SVP Basic Academy

SVPs will receive both training and operational information in the Basic Academy. Volunteers will be provided with an orientation program to acquaint them with the Department, personnel, policies and procedures that have a direct impact on their work assignment.

Volunteers should receive position-specific training to ensure they have adequate knowledge and skills to complete tasks required by the position and should receive periodic ongoing training as deemed appropriate by their supervisor or the Volunteer Coordinator.

Training should reinforce to volunteers that they may not intentionally represent themselves as, or by omission infer that, they are sworn officers or other full-time members of the Department. They shall always represent themselves as volunteers.

All volunteers shall comply with the rules of conduct and with all orders and directives, either oral or written, issued by the Department.

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SELECTION PROCESS

All Department members shall be encouraged to recruit members for the DVP program.

Applicants must be at least 18 years of age,, meet the requirements of the program, and be willing to perform the required tasks.

Applicants must agree to abide by all Department and Program rules, regulations, and procedures.

NOTE: Interviews should be conducted only by persons trained in interviewing.

The applicant shall be interviewed at the St. Helena Police Department when the properly completed Background Packet has been submitted and reviewed by the Chief of Police (COP) or designee.

The background check process includes a complete local criminal history computer check, DOJ fingerprint check and references letters.

When the applicant has been cleared, the applicant shall again be notified in writing of the clearance. In the event that an applicant does not clear backgrounds, the COP shall notify the applicant.

The DVP Coordinator shall be responsible for notifying the background-cleared applicant of the upcoming Basic DVP Academy and all details involved. This must be done no later than two weeks prior to the DVP Basic Academy start date.

The Office of Volunteer Services shall schedule and organize the graduation ceremonies for the Basic DVP Academy, including production of graduation certificates.

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CHAIN OF COMMAND

In order to maintain consistency and continuity within the Department's DVP program, Department management and/or supervision should be accomplished by the following personnel:

Lieutenant

Shall supervise the operation and disciplinary matters of the DVP program within the Department.

Supervisor

Shall be the immediate supervisor for DVP members while volunteering.

Volunteer Coordinator(s) - Designated by the Lieutenant

Shall coordinate and liaison between the DVP members and Command Staff, keeping the Lieutenant continually apprised of the status of the DVP program and facilitating the program's needs.

D**VP Administrator - DVP Member**

Is responsible for the day-to-day administration of the DVP program. The duties include the approval of work schedules and assignments, program orientation, interviewing potential applicants and other tasks assigned by the Command Staff.

DVP Assistant Administrator - DVP Member

Assists the Administrator and assumes the Administrator's duties during the Administrator's absence.

DVP Manager - DVP Member

Assists the Administrator and Assistant Administrator with day-to-day operations. Specific duties shall be assigned by the Administration and the Command Staff.

DVP Field Trainers (FTO) - DVP Member

DVP FTO's are responsible for on-the-job training, practical application of Academy Training and expansion of the Basic DVP Academy for new members. DVP FTOs must have completed the DVP FTO Academy.

DVP Members

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These Volunteers must possess a valid California Driver's License. They must successfully complete all phases of orientation and training and agree to abide by program rules and regulations.

REQUIRED MEETINGS

All DVP members shall be required to attend the scheduled training meeting which takes place once a month. This is important to keep all DVP members current on safety and training issues. The only exceptions are emergencies or previously approved absences.

FITNESS FOR DUTY

No volunteer shall report to work or be on-duty when his/her judgment or physical condition has been impaired by alcohol, medication, other substances, illness, or injury.

Volunteers shall report to their supervisor any changes in status that may affect their ability to fulfill their duties. This includes, but is not limited to, the following:

(a) Driver's license
(b) Medical condition
(c) Arrests
(d) Criminal Investigations

All volunteers shall adhere to the guidelines set forth by this Department regarding drug and alcohol use.

SICK LEAVE NOTIFICATION

Members must give 24 hours' notice if they are unable to report for assigned shifts, unless sudden illness occurs. It is true that DVP members donate their time; however, just as with paid staff, it is of utmost importance to know in advance if scheduled volunteers will not be reporting for duty. If advance notice is not given in time to schedule a replacement, certain responsibilities and our service to the community will suffer. Remember, we are a team and we must work together to be as effective as possible.

Members should make every attempt to find their own replacement unless unable to do so because of an injury or severe illness.

LEAVE OF ABSENCE

If a DVP member has been inactive for more than six (6) months but less than a year, a request for reinstatement memo must be completed. The form/sheet is then sent to the Office of

Volunteer Services for review prior to activation of the member. The member is not required to participate in another F.T.O. phase.

RIDE-ALONG

A required part of the DVP training is the ride-along with a Police Officer. The purpose of the ride-along is twofold: First, it provides a chance to experience some of the various duties a patrol officer experiences and to better understand what their duties are and why they function a certain way. Second, the ride-along provides information about the police radio and patrol techniques. The feeling of being in a marked unit, always under public scrutiny, will be a new experience for most DVP members. At all times during the ride-along, do exactly what the officer advises. It may save your life.

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DRESS CODE

As representatives of the Department, volunteers are responsible for presenting a professional image to the community. Volunteers shall dress appropriately for the conditions and performance of their duties.

Volunteers shall conform to department-approved dress consistent with their duty assignment. Uniforms authorized for volunteers should be readily distinguishable from those worn by sworn officers. The uniform or identifiable parts of the uniform shall not be worn while off-duty, except volunteers may choose to wear the uniform while in transit to or from official department assignments or functions, provided an outer garment is worn over the uniform shirt so as not to bring attention to the volunteer while he/she is off duty.

Volunteers are also provided with a badge and identification card that must be worn at all times while on-duty.

Volunteers shall be required to return any Department-issued uniforms or property, including the volunteer's badge and identification card, at the termination of service.

The Department provides the volunteers with their first set of uniforms, which includes shirt, trouser, belt, hat, jacket, and name tag, upon their graduation. All other items that were provided shall be returned upon separation from the DVP program.

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APPEARANCE AND GROOMING STANDARDS

Members of the St Helena Police Department Senior Volunteer Program, while on duty, shall at all times be neat and clean and present a professional appearance. Uniforms shall be cleaned, pressed and in conformity with specifications contained in this manual and the St. Helena Police Department's Policy Manual.

SUPERVISION OF VOLUNTEERS

Each volunteer who is accepted to a position with the Department must have a clearly identified supervisor who is responsible for direct management of that volunteer. This supervisor will be responsible for day-to-day management and guidance of the work of the volunteer and should be available to the volunteer for consultation and assistance.

A volunteer may be assigned as, and act as, a supervisor of other volunteers provided that the supervising volunteer is under the direct supervision of a paid staff member.

Functional supervision of volunteers is the responsibility of the supervisor in charge of the unit where the volunteer is assigned. Following are some considerations to keep in mind while supervising volunteers:

(a) Take the time to introduce volunteers to employees on all levels.

(b) Ensure volunteers have work space and necessary office supplies.

(c) Make sure the work is challenging. Do not hesitate to give them an assignment or task that will tap these valuable resources

CONFIDENTIALITY

With appropriate security clearance, volunteers may have access to confidential information such as criminal histories or investigative files. Unless otherwise directed by a supervisor or departmental policy, all information shall be considered confidential. Only that information specifically identified and approved by authorized personnel shall be released. Confidential information shall be given only to persons who have a need and a right to know as determined by departmental policy and supervisory personnel.

Each volunteer will be required to sign a confidentiality agreement before being given an assignment with the Department. Subsequent unauthorized disclosure of any confidential information, verbally, in writing, or by any other means, by the volunteer is grounds for immediate dismissal and possible criminal prosecution.

Volunteers shall not address public gatherings, appear on radio or television, prepare any article for publication, act as correspondents to a newspaper or other periodical, release or divulge any information concerning the activities of the Department, or maintain that they represent the Department in such matters without permission from the proper Department personnel.

OPERATIONS

Command Staff shall determine the hours and days of Volunteer operations.

Command Staff shall also determine the number of days and hours per month each DVP shall work.

RADIO PROCEDURES

The Federal Communications Commission (FCC) regulates the use and maintenance of your DVP radio.

The FCC forbids profanity and superfluous or extraneous transmissions such as terms of courtesy, e.g. Please and Thank You. Section 90.19(A) of the FCC regulations states: Stations in the Police Service are authorized to transmit communications essential to official actives of the licensee.

Police Department Policy 802.6 includes proper radio communications procedures for portable Police Radios (SVP Radios).

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VEHICLE USE

Volunteers assigned to duties such as vacation house checks or other assignments that require the use of a vehicle must first complete the following:

(a) A driving safety briefing and department approved driver safety course.

(b) Verification that the volunteer possesses a valid California driver's license.

(c) Verification that the volunteer carries current vehicle insurance.

The Volunteer Coordinator should insure that all volunteers receive safety briefing updates and license and insurance verification at least once a year.

When operating a Department vehicle, volunteers shall obey all rules of the road, including seat belt requirements. Smoking is prohibited in all Department vehicles.

A magnet placard that reads "VOLUNTEER" shall be affixed to both the driver's side and passenger side rear doors, below the windows.

Volunteers should not operate a marked patrol car unless there is a prominently displayed sign indicating that it is out of service and volunteers are not authorized to operate a Department vehicle Code-3.

All DVP members must have a valid driver's license issued by the State of California. There may be restrictions on individual licenses such as: Valid Sunrise to Sunset, Must Wear Corrective Lenses, etc. Remember you are operating a vehicle with the City of St. Helena and Police Department painted exterior. The public will be observing your driving performance.

As an operator of the city-owned vehicle, you are responsible for operating it in a safe manner at all times. That is, you should:

Obey all rules and laws.

Comply with all traffic controls, lights, and posted signs,

Don't insist on the right of way, even if the other driver fails to yield. Let them have it.

Check your vehicle for safety before you report on patrol, and also when you return.

If you detect mechanical abnormalities, make a note of them on the Daily Log. Then advise the DVP Administrator. MAKE SURE YOU NOTIFY THE NEXT DAY LINEUP LEADER THAT THE VEHICLE IS BEING REPAIRED AND IS NOT AVAILABLE FOR PATROL THE FOLLOWING DAY.

Clean the windows and mirror and make use of your side mirrors.

All DVP vehicles will be assigned by the Administrator or a designee.

Due care and caution shall be excised while operating any Police Department vehicle(s), (including DVP vehicles). All traffic laws must be obeyed.

All vehicles should be inspected prior to being taken into the field. If a defect in a vehicle is discovered, report it to the DVP Administrator or a designee.

Upon securing from duty, the driver is responsible for filling the vehicle with fuel if the tank registers less than 3/4 full, and for removing all trash. If appropriate wash and vacuum the vehicle.

To eliminate potential complaints, horns should not be tested in residential neighborhoods.

Driver shall comply with all parking regulations. Vehicles bearing “exempt” license plates are exempt from hourly parking and/or meters.

Proper care for the vehicle while driving and parking is very important. Always place the car in Park, set the parking brake, make sure the ignition is off and that you have the key when you leave the vehicle.

Always check behind the vehicle prior to backing up. Whenever possible, park the vehicle so that you do not have to back up, or so you have to back up for the shortest possible distance. The passenger DVP should exit the patrol car and assist the driver when backing is required.

A DVP Patrol Radio is required whenever a DVP patrol car is being operated. Training in a controlled environment would be the only exception.

DVP patrol vehicles shall not be used to jump-start other vehicles unless they are owned by the Police Department. Never use your patrol car to push-start any vehicle. If a citizen asks you to jump-start his/her vehicle, politely decline and offer to call for roadside assistance for them. If an Officer asks you to jump-start a police vehicle, allow the Officer to connect the jumper cables. This is due to special equipment in the police cars that will be damaged if the Officer does not disconnect it.

DVP members do not give rides to citizens unless asked by a Police Supervisor and or O.I.C. (Officer In Charge).

A records check must be done by the DVP Coordinator and the ride along form completed prior to taking a DVP Applicant on a ride along.

Command Staff can deem any DVP member a “Non Driver” based upon repeat driving violations.

DVP TRAFFIC COLLISION PROCEDURES (DVP INVOLVED)

If you are involved in an accident with or without injuries, immediately notify Dispatch that you have been involved in a Police Equipment Collision.

Should you become involved in a traffic collision, your first duty is to **NOTIFY DISPATCH**. You should also do the following:

1. Protect the scene and request any necessary medical assistance via the radio.
2. **DO NOT MAKE ANY STATEMENT CONCERNING THE COLLISION**.
3. If you have to move your vehicle prior to the arrival of the police investigative personnel, please mark the vehicle's original location first.
4. Remember, you are driving a vehicle owned by the City of St Helena, and reporting procedures must be followed. Each police equipment collision must be investigated by a Field Sergeant and or Patrol Officer.

Conclusions and Key Points:

Think safety, act safely and be responsible when driving a city-owned vehicle.

The "exempt" plate does not exempt DVP vehicles form traffic laws.

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DVP TRAFFIC CONTROL PROCEDURES

DVP Members who have completed the approved DVP Traffic Control Course are authorized to assist Police Officers with traffic control under the following circumstances:

They have continual verbal (not including the radio) and visual contact with the Officer they are assisting.

Intervention is necessary to protect human life.

DVP Members shall be utilized only to assist Officers and not as a substitute for Police Officers responding to a traffic collision situation.

DVP Members should never perform traffic control if they are uncomfortable with the situation they are asked to assist in. The Member should advise the Officer(s) of the discomfort and decline the assignment.

FUNERAL PROCEDURES

When Volunteer Members of the Police Department, pass away, The Office of Volunteer Services must be notified as soon as possible in order that proper notification can be made to the Office of The Chief of Police.

DISMISSAL OF VOLUNTEERS

Volunteers are non-compensated members of the Department. A volunteer may be removed from the volunteer program at the discretion of the Chief of Police or Volunteer Coordinator. Volunteers shall have no property interests in their continued appointment. However, if a volunteer is removed for alleged misconduct, the volunteer may be afforded an opportunity solely to clear his or her name, which shall be limited to a single appearance before the Chief of Police or authorized designee.

VOLUNTEERS EXITING THE PROGRAM

Volunteers may resign from volunteer service with the Department at any time. It is requested that volunteers who intend to resign provide advance notice of their departure and a reason for their decision.

DVP Members leaving the Program shall return all City property to the DVP Coordinator and or Supervisor.

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The Coordinator and or Supervisor will be responsible for returning the exiting Member's Police Department Identification Card with the completed DVP Exit Interview Form. If the existing member does not wish to be involved in an Exit Interview, the Coordinator and or Supervisor will be responsible for filling out as much of the Exit Interview Form as possible and returning it along with the Police Department Identification Card.

INJURIES

All injuries must be reported to a Police Supervisor and a minor injury report form to be filled out even if no treatment is required. DVP members that are injured while preforming their duties, and require medical treatment have the option to be treated by the City doctor or their designated personal Physician. DVP members can designate their personal Physician by filling out the NOTIFICATION OF ELECTION OF PERSONAL PHYSICIAN FORM and then return the form to the DVP Coordinator. By reporting all injuries, this will insure that the member will be covered under workman's compensation.

PERSONAL CONDUCT POLICES

204 General Order
340 Standards of Conduct
342 I.T. Use
344 Report Preparation
346 Media Relations
389 Social Media
406 Crime Scene Integrity
410 Ride-Along
418 MDT Use
450 Portable A/V Recorders
524 72-Hour Parking Violation
600 Investigation and Prosecution
700 Department Owned and Personal Property
706 Vehicle Use
804 Property and Evidence
810 Records Maintenance and Release
812 Protected Information
1012 Alcoholic Beverages and Drugs in Police Installations
1018 Smoking and Tobacco Use
1022 Seat Belts
1044 Personal Appearance
1046 Uniform Regulations

Rules and Policies that refer to Officer are intended for Sworn Police Officers, unless otherwise indicated.

Members refers to all person working for the Police Department whether paid or unpaid (including DVP's).

Policy 204 General Order
General Orders establish an interdepartmental communication that may be used by the Chief of Police to make immediate changes to policy and procedure consistent with the current Memorandum of Understanding and as permitted by Government Code § 3500 et seq. General Orders will immediately modify or change and supersede sections of this manual to which they pertain.

Policy 340 Standards of Conduct
This policy establishes standards of conduct that are consistent with the values and mission of the St. Helena Police Department and are expected of all department members. The standards contained in this policy are not intended to be an exhaustive list of requirements and prohibitions but they do identify many of the important matters concerning conduct. In addition to the provisions of this policy, members are subject to all other provisions contained in this manual, as well as any additional guidance on conduct that may be disseminated by this department or a member's supervisors.

Policy 342 Information Technology Use
The purpose of this policy is to provide guidelines for the proper use of department information technology resources, including computers, electronic devices, hardware, software and systems.

Policy 344 Report Preparation
Report preparation is a major part of each officer's job. The purpose of reports is to document sufficient information to refresh the officer's memory and to provide sufficient information for follow-up investigation and successful prosecution. Report writing is the subject of substantial formalized training and on-the-job training.

Policy 346 Media Relations
This policy provides guidelines for media releases and media access to scenes of disasters, criminal investigations, emergencies and other law enforcement activities.

Policy 389 Social Media
This policy provides guidelines to ensure that any use of social media on behalf of the Department is consistent with the department mission.
This policy does not address all aspects of social media use. Specifically, it does not address:

- Personal use of social media by department members (see the Employee Speech, Expression and Social Networking Policy).
- Use of social media in personnel processes (see the Recruitment and Selection Policy).
- Use of social media as part of a criminal investigation, other than disseminating information to the public on behalf of this department (see the Investigation and Prosecution Policy).

Policy 406 Crime Scene Integrity
The purpose of this policy is to provide guidance in handling a major crime or disaster.

Policy 410 Ride-Along
The Ride-Along Program provides an opportunity for citizens to experience the law enforcement function first hand. This policy provides the requirements, approval process, and hours of operation for the Ride-Along Program.

Policy 448 Mobile Digital Terminal (MDT) Use
The purpose of this policy is to establish guidelines for the proper access, use and application of the Mobile Digital Terminal (MDT) system in order to ensure appropriate access to confidential records from local, state and national law enforcement databases, and to ensure effective electronic communications between department members and Dispatch.

Policy 450 Portable Audio/Video Recorders
The purpose of this policy is to establish guidelines for the proper access, use and application of the Mobile Digital Terminal (MDT) system in order to ensure appropriate access to confidential records from local, state and national law enforcement databases, and to ensure effective electronic communications between department members and Dispatch.

Policy 524 72-hour Parking Violations
This policy provides procedures for the marking, recording, and storage of vehicles parked in violation of the Saint Helena City Ordinance regulating 72-hour parking violations and abandoned vehicles under the authority of Vehicle Code § 22669.

Policy 600 Investigation and Prosecution
The purpose of this policy is to set guidelines and requirements pertaining to the handling and disposition of criminal investigations.

Policy 700 Department Owned and Personal Property
Department employees are expected to properly care for department property assigned or entrusted to them. Employees may also suffer occasional loss or damage to personal or department property while performing their assigned duty. Certain procedures are required depending on the loss and ownership of the item.

Policy 706 Vehicle Use
The purpose of this policy is to establish a system of accountability to ensure department vehicles are used appropriately. This policy provides guidelines for on- and off-duty use of department vehicles and shall not be construed to create or imply any contractual obligation by the City of Saint Helena to provide assigned take-home vehicles.

Policy 804 Property and Evidence
This policy provides for the proper collection, storage, and security of evidence and other property. Additionally, this policy provides for the protection of the chain of evidence and those persons authorized to remove and/or destroy property.

Policy 810 Records Maintenance and Release
This policy provides guidance on the maintenance and release of department records. Protected information is separately covered in the Protected Information Policy.

Policy 812 Protected Information
The purpose of this policy is to provide guidelines for the access, transmission, release and security of protected information by members of the St. Helena Police Department. This policy addresses the protected information that is used in the day-to-day operation of the Department and not the public records information covered in the Records Maintenance and Release Policy.

Policy 1012 Drug and Alcohol Free Workplace
The purpose of this policy is to establish clear and uniform guidelines regarding drugs and alcohol in the workplace.

Policy 1018 Smoking and Tobacco Use
This policy establishes limitations on smoking and the use of tobacco products by members and others while on-duty or while in St. Helena Police Department facilities or vehicles.

For the purposes of this policy, smoking and tobacco use includes, but is not limited to, any tobacco product, such as cigarettes, cigars, pipe tobacco, snuff, tobacco pouches and chewing tobacco, as well as any device intended to simulate smoking, such as an electronic cigarette or personal vaporizer.

Policy 1022 Seat Belts
This policy establishes guidelines for the use of seat belts and child restraints. This policy will apply to all members operating or riding in department vehicles (Vehicle Code § 27315.5).

Policy 1044 Personal Appearance Standards
In order to project uniformity and neutrality toward the public and other members of the department, employees shall maintain their personal hygiene and appearance to project a professional image appropriate for this department and for their assignment.

Policy 1046 Uniform Regulations
The uniform policy of the St. Helena Police Department is established to ensure that uniformed officers will be readily identifiable to the public through the proper use and wearing of department uniforms. Employees should also refer to the following associated Policy Manual sections:

Section 700 - Department Owned and Personal Property
Section 1044 - Grooming Standards

The Uniform and Equipment Specifications manual is maintained and periodically updated by the Chief of Police or his/her designee. That manual should be consulted regarding authorized equipment and uniform specifications.

The St. Helena Police Department will provide uniforms for all employees required to wear them in the manner, quantity and frequency agreed upon in the respective employee group’s collective bargaining agreement.

STATEMENT OF PROFESSIONAL ETHICS

As a volunteer with the City of St Helena Police Department, I am responsible for providing service to the citizens of St Helena. I serve with professional pride and want the citizens of this city to share in this pride. The law enforcement profession is difficult and demands dedication far beyond many other professions. For that reason, I ascribe to the following personal traits and values which form the foundation of my commitment to public service, safety, and security.

I will make integrity the cornerstone of my commitment to the Volunteer Program. I will be honest, open, and fair in the performance of my duties. I will be responsible for my actions and ensure my behavior is above reproach.

I will perform my duties with the utmost professionalism. I will strive to achieve and maintain a level of professionalism that will serve as an example to those around me. I will dedicate myself to the challenge of gaining the knowledge and proficiency necessary to become an exceptional volunteer.

I will pledge my loyalty to my fellow volunteers and the Department. I acknowledge the fact that my primary responsibility as a volunteer is to provide assistance and serve the citizens of St Helena and the Police Department to the best of my ability.

I will always display an attitude of pride in the Department and in my fellow volunteers. I will act in a responsible manner while on and off duty. I realize that my actions and words will be viewed as a reflections of the Department and all that it stands for.

I will ensure that respect is a value reflected in my dealing with the public and other members of this Department. I will not permit personal feelings, prejudices, animosities, or friendships to influence my decisions. I recognize that one of the primary duties of a volunteer is to exhibit the qualities of good citizenship and professionalism no matter what the circumstances. I will constantly strive to achieve these objectives and ideals.

I will be strong in my dedication to public service and devotion to the mission of the Department. I shall serve my community as a volunteer with the St Helena Police Department and take pride in my performance. I expect no monetary gain for my service.

As a volunteer, I will have courage to maintain my commitment to the above principles. Their application must be consistent and unwavering for I am a symbol of the St. Helena Police Department and its dedication to public service.

VOLUNTEER PROGRAM WAIVER AND RELEASE

Please read and sign this Waiver and Release form to volunteer for the Police Department Volunteer Program. Please complete the entire form.

Section A

Volunteer Name (Herein "Volunteer")	Home Phone	Mobile Phone
Address	City State	Zip
Email		
Emergency Contact: Name and Phone Number		
Volunteer activity includes but is not limited to the following (Please provide a brief description of the work you will be doing):		

Section B

It is my intention to perform voluntary services without compensation for the City of St. Helena ("City").

Assumption of Risk - I hereby assume all risks of participating in this volunteer activity and full responsibility for my conduct and actions, including any injury to myself or others or damage to property that may result while volunteering, and I understand that the City is not responsible for conditions that I create myself or those created by other volunteers or participants.

I EXPRESSLY ASSUME ALL RISK OF THE ACTIVITY OF VOLUNTEERING MY SERVICES FOR THE CITY OF ST. HELENA.

Workers' Compensation - I have been advised that the City's policy is to cover volunteers as employees of the City for the purposes of workers' compensation benefits. I also understand that under workers' compensation laws, workers' compensation benefits will be my sole remedy in the event that I am injured while performing volunteer activities for the City.

Loss of Personal Property - I understand that the environment and conditions in which I am volunteering may cause damage to my personal property. I acknowledge that the City is not responsible for any loss or damage to my personal property used while volunteering my services or brought to the place where I volunteer for the City. I agree that I will not file any claims against the City for any personal property loss or damage for whatever cause.

Release - With the exception of these workers' compensation benefits, I hereby waive all actions, proceedings, alternative dispute resolution procedures, demands, claims, and causes of action, and other means of recovery, of whatever nature, for injuries to person (including without limitation death, dismemberment, and emotional distress), or damages (whether to person, property or business and including without limitation all forms of monetary recovery, whether for general, special, compensatory, or punitive damages, loss of earnings, loss of

earning capacity, loss of profits or other damages of whatever nature), known or unknown, existing or future, arising from or in any way related to my participation in the

Volunteer Activity or the use of any product created in connection with my participation in the Volunteer Activity for education, promotional, advertising or other purposes for the benefit of the City, its departments, and its agencies.
I expressly acknowledge that I am familiar with Section 1542 of the California Civil Code which provides:

> **A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.**

I expressly waive and relinquish any rights and benefits which I may have under Section 1542 of the California Civil Code, or any state or federal statute or common law principle to similar effect, to the full extent that such rights and benefits may be lawfully waived pertaining to the subject matter of the waiver and release set forth in this paragraph. I understand and acknowledge the significance and consequences of this specific waiver of Section 1542 of the California Civil Code.

Indemnification - I hereby agree, on behalf of myself, and my heirs, executors, administrators, and assigns, to indemnify, defend (with legal counsel) and hold harmless the City, its officials, officers, employees, agents, volunteers, and contractors from and against any and all actions, proceedings, alternative dispute procedures, demands, and causes of action of whatever nature, costs and expenses (including attorneys' fees), judgments, orders, decrees, liens and other encumbrances, liabilities, injuries to person (including without limitation death, dismemberment, and emotional distress), damages (whether to person, property, or business, including without limitation, all forms of monetary recovery, whether for general, special, compensatory, or punitive damages, loss of earnings, loss of earning capacity, loss of profits or other damages of whatever nature), known or unknown, existing or future, caused by my negligence or willful misconduct.

Knowing and Voluntary Execution - I have carefully read this Waiver and Release and fully understand its contents. I understand that this is a release of liability and a contract between myself and the City of St. Helena and that I am giving up valuable legal rights and I knowingly and voluntarily give up these rights of my own free will. I represent that I have had the opportunity to seek the advice of my own independent legal counsel. I am volunteering at the City at my own risk.

This Waiver and Release is entered into the date below at St. Helena, California.

_____ _____

Volunteer Signature Date

NOTICE OF CONFIDENTIALITY OF DEPARTMENT INFORMATION

1. Volunteer employees shall not disclose or allow access to information contained in or obtained from Records Information Management System, records maintained by State Department of Justice, or material, documents and information received from the Federal Bureau of Investigation, or any other agency of State or Federal government, unless such disclosure or access is authorized by law.

2. Volunteer employees shall not use any information derived from St Helena Department sources or records for personal gain or use, except as authorized by law or Department policies and procedures.

3. Volunteer employees shall not permit any person to receive information connected with the operation of the St Helena Police Department without permission of the Police Chief or as otherwise provided by law or Department policies and procedures.

4. Volunteer employees shall not disclose to anyone the fact or the nature of any investigation except as provided by law or Department policies and procedures.

5. Volunteer employees shall not give any unauthorized person any information concerning the location of records, weapons, ammunition, the number of officers on duty, or shift assignment.

6. Serving the public provides each of us with a great responsibility. Consequently, there can be no compromise in the requirement for all employees to follow the St Helena Police Department policies and procedures on records and information and this "Notice of Confidentiality of Department Information." Any violations of said requirements shall subject employees to disciplinary action or termination.

7. Penal Code Section 13303, relating to State Summary Criminal History Information, provides as follows:

   Any person authorized by law to receive a record or information obtained from a record who knowingly furnished the record or information to a person who is not authorized by law to receive the record or information is guilty of a misdemeanor.

   _____ Initials

8. Penal Code Section 13302, relating to Local Summary Criminal History Information, provides as follows:

   Any person of the local criminal justice agency who knowingly furnishes a record or information obtained from a record to a person who is not authorized by law to receive the record or information is guilty of a misdemeanor.

9. Penal Code Section 13304. Any person who buys, receives or possesses a record or information obtained from a record, that he or she knowingly is not authorized by law to receive, is guilty of a misdemeanor.

   “I have read and understand the above "Notice of Confidentiality of Department Information."

Volunteer Signature: _____

Date: _____

Witness Signature: _____

Date: _____

INSURANCE INFORMATION

Thank you for volunteering your time, energy, and talents to the City of St. Helena Police Department and our community. The following is meant to help you understand what kinds of insurance coverage you have and do not have, as a Senior Volunteer of the Department.

1. As you perform duties within the course and scope of what is expected of you through volunteering for the Department, you will be covered under the City's liability insurance known as Redwood Empire Municipal Insurance (R.E.M.I.F.). However, if you act and/or perform duties outside or contrary to the scope of your duties, you will not be covered by the City's liability insurance.

2. If you perform duties within the course and scope of volunteering, you will be covered under the City's workers' compensation insurance program.

3. As a volunteer you are not covered under the City's health insurance programs.

4. The City is not responsible for any lost, stolen or damaged personal property. We encourage you to keep your personal property safe at all times.

Again, thank you for volunteering for the St. Helena Police Department and our community. If you have any questions regarding the information above, please ask your volunteer coordinator contact person.

Your signature below acknowledges that you have received this information.

Volunteer Signature: _____

Date: _____

ACKNOWLEDGMENT OF AT-WILL VOLUNTEER

I, _____ acknowledge that I am an At-Will Volunteer with the St. Helena Police Department, without vested property rights in my position as a Volunteer.

I may be terminated/released at any time, without cause, and without right of appeal.

Volunteer Signature: _____

Date: _____

Witness Signature: _____

Date: _____

APPLICATION

ST HELENA POLICE DEPARTMENT

Senior Volunteer Program Application

St Helena Police Department
1480 Main St
St Helena CA 94574

PRINT LEGIBLY IN BLACK INK—Be as complete, honest, and specific as possible in your responses

PERSONAL

FULL NAME (Last)	(First)	(Middle)
OTHER NAMES (including nicknames you have used or been known by)		
ADDRESS WHERE YOU RESIDE (Number / Street)		(Apt. / Unit)
(City)	(State)	(Zip)
MAILING ADDRESS (if different from above)		
CONTACT NUMBERS (Home)	(Work)	(Cell)
EMAIL ADDRESS (Home)		(Business)
ARE YOU LEGALLY AUTHORIZED FOR PERMANENT EMPLOYMENT IN THE UNITED STATES? [ ] Yes [ ] No (If no, explain fully)		

BIRTHPLACE (City)	(County)	(State)	(Country)	(DOB)	SOCIAL SECURITY NUMBER

DRIVER'S LICENSE (No)	(State)	(Exp Date)	PHYSICAL DESCRIPTION (Height)	(Weight)	(Hair Color)	(Eye Color)

RELATIVES

- **Provide all applicable information in the spaces below**
- **Mark "N/A" if a category is not applicable or the individual is deceased**

FATHER				
(Name)	HOME ADDRESS (Number / Street)	(City)	(State)	(Zip)
(Home Phone)	WORK ADDRESS (Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		

MOTHER				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		

RELATIVES (Continued)

SPOUSE				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
Years of Marriage	Is there, or has there been, a restraining or stay-away order in effect for this individual [ ] Yes [ ] No			

FORMER SPOUSE				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
Year of Dissolution	Is there, or has there been, a restraining or stay-away order in effect for this individual [ ] Yes [ ] No			

List immediate family members and/or roommates. Include all living siblings, half-siblings, step-siblings, foster siblings, children, and any other persons currently living with you.

FAMILY MEMBER/ROOMMATE #1	Relationship:			
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		

FAMILY MEMBER/ROOMMATE #2	Relationship:			
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		

FAMILY MEMBER/ROOMMATE #3	Relationship:			
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		

RELATIVES (Continued)

FAMILY MEMBER/ROOMMATE #4	Relationship:			
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		

REFERENCES

List 3 – 5 people who know you well, such as social or family friends, co-workers, and military acquaintances. Do not list family members.

PERSON #1				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
(How do you know this person? (i.e., friend, teacher, family friend, co-worker)		(How long have you known this person?)		

PERSON #2				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
(How do you know this person? (i.e., friend, teacher, family friend, co-worker)		(How long have you known this person?)		

PERSON #3				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
(How do you know this person? (i.e., friend, teacher, family friend, co-worker)		(How long have you known this person?)		

PERSON #4				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
(How do you know this person? (i.e., friend, teacher, family friend, co-worker)		(How long have you known this person?)		

REFERENCES (Continued)

PERSON #5				
(Name)	(Home Address - Number / Street)	(City)	(State)	(Zip)
(Home Phone)	(Work Address - Number / Street)	(City)	(State)	(Zip)
(Work Phone)	(Cell Phone)	(Email)		
(How do you know this person? (i.e., friend, teacher, family friend, co-worker)		(How long have you known this person?)		

RESIDENCE(S) List the last three places you have resided

CURRENT ADDRESS			
(Number / Street)		(From)	(To)
			PRESENT
(City)	(State)	(Zip)	(If Renting, Property Manager, Rent Collector, or Owner)
(Address of Property Manager, Rent Collector, or Owner - Number / Street)		(Contact Number)	
(City)	(State)	(Zip)	(Email)
(Names of Those with Whom You Live currently with)			

FORMER ADDRESS #1			
(Number / Street)		(From)	(To)
(City)	(State)	(Zip)	(If Renting, Property Manager, Rent Collector, or Owner)
(Address of Property Manager, Rent Collector, or Owner - Number / Street)			(Contact Number)
(City)	(State)	(Zip)	(Email)
(Names of Those with Whom You Have Lived)			
(Reason for Moving)			

FORMER ADDRESS #2			
(Number / Street)		(From)	(To)
(City)	(State)	(Zip)	(If Renting, Property Manager, Rent Collector, or Owner)
(Address of Property Manager, Rent Collector, or Owner - Number / Street)			(Contact Number)
(City)	(State)	(Zip)	(Email)
(Names of Those with Whom You Have Lived)			
(Reason for Moving)			

EDUCATION **High School**

(Name)		(City)	(State)
(From)	(To)	Did You Graduate? [ ] Yes [ ] No	

College(s) or Universities (Attended or Graduated From)

(Name)		(City)	(State)
(From)	(To)	(Total Units Earned)	(Type of Degree Earned)

(Name)	(City)	(State)

(From)	(To)	(Total Units Earned)	(Type of Degree Earned)

List Any Trade, Vocational, or Business Schools/Institutes Attended

(Name)	(City)	(State)

(From)	(To)	(Type of School or Training	Did You Complete Course [ ] Yes [ ] No

(Name)	(City)	(State)

(From)	(To)	(Type of School or Training	Did You Complete Course [ ] Yes [ ] No

EMPLOYMENT EXPERIENCE List your last 3 employers whether paid or not. If you have no employment experience, write "NA" in Current Employer.

CURRENT EMPLOYER

(Name)	(Address)	(City/State)

(From)	(To)	(Supervisor/Manager/ Owner)	(Phone Number)

(List of Duties)	

FORMER EMPLOYER #1

(Name)	(Address)	(City/State)

(From)	(To)	(Supervisor/Manager/ Owner)	(Phone Number)

(List of Duties)	(REASON FOR LEAVING)

FORMER EMPLOYER #2

(Name)	(Address)	(City/State)

(From)	(To)	(Supervisor/Manager/ Owner)	(Phone Number)

(List of Duties)	(REASON FOR LEAVING)

EMPLOYMENT EXPERIENCE (Continued)

Supplemental Questions

1. Have you ever been disciplined at work? (including written warnings, formal letters of counseling, reprimands, suspensions, reductions in pay, reassignments, or demotions.)	[ ] Yes [ ] No
2. Have you ever been fired, released from probation, or asked to resign from any place of employment?	[ ] Yes [ ] No
3. Were you ever involved in a physical/verbal altercation with a supervisor, co-worker, or customer:	[ ] Yes [ ] No
4. Have you ever been accused of discrimination (such as sexual harassment, racial bias, sexual orientation harassment, etc) by a co-worker, superior, subordinate, or customer?	[ ] Yes [ ] No
5. Were you ever the subject of a written complaint at work?	[ ] Yes [ ] No
6. Did you ever receive an unsatisfactory performance review?	[ ] Yes [ ] No
7. Has your work performance ever been affected by your use of alcohol or drugs? If yes, When_____ Name of Employer_____	[ ] Yes [ ] No
8. In the past three years, have you been warned by an employer about your drinking or drug habits and their impact on your performance? If yes, When_____ Name of Employer_____	[ ] Yes [ ] No
If you answered yes to **any** items above under "**Supplemental Questions**," fully explain circumstances, including date(s), names of individuals involved, and resolution. Indicate the corresponding # for each explanation. **Use the last page if you need additional space.**	

LEGAL

Supplemental Questions

1. Have you ever been convicted of any misdemeanor or felony in this or any other state or country? If yes, list all offenses, including those punishable under the Uniform Code of Military Justice	[ ] Yes [ ] No
2. Have you ever been placed on probation as an adult?	[ ] Yes [ ] No
3. Have you or your spouse/partner ever been referred to Child Protective Services?	[ ] Yes [ ] No
4. Have you ever been the subject of an emergency protective order/restraining order stay-away order:	[ ] Yes [ ] No
5. Have you ever fraudulently received welfare, unemployment compensation, workers' compensation, or other state or federal assistance?	[ ] Yes [ ] No
6. Have you ever filed a false insurance or workers' compensation claim?	[ ] Yes [ ] No
If you answered yes to **any** items above under "**Supplemental Questions**," fully explain circumstances, including date(s), names of individuals involved, and resolution. Indicate the corresponding question # for each explanation. **Use the last page if you need additional space.**	

LEGAL (Continued)

UNDETECTED ACTS - PART 1	
At any time, have you ever committed any of the following acts?	
A) Annoying / obscene phone calls	[ ] Yes [ ] No
B) Battery (use of force or violence upon another)	[ ] Yes [ ] No
C) Brandishing a weapon (any type of weapon)	[ ] Yes [ ] No
D) Carrying a concealed weapon without a permit	[ ] Yes [ ] No
E) Contributing to the delinquency of a minor	[ ] Yes [ ] No
F) Defrauding an innkeeper (not paying for food or room at a hotel/motel)	[ ] Yes [ ] No
G) Driving under the influence of alcohol and/or drugs	[ ] Yes [ ] No
H) Drunk in public (being so intoxicated in a public place that you're not able to care for yourself)?	[ ] Yes [ ] No
I) Hit & run collision (no injuries)	[ ] Yes [ ] No
J) Illegal gambling	[ ] Yes [ ] No
K) Impersonating a peace officer (pretending to be a police officer)	[ ] Yes [ ] No
L) Indecent exposure (including flashing or mooning)	[ ] Yes [ ] No
M) Joyriding (using a car or other vehicle without owner's permission)	[ ] Yes [ ] No
N) Petty theft (value up to $400, including shoplifting/switching price tags)	[ ] Yes [ ] No
O) Possession of alcohol as a minor	[ ] Yes [ ] No
P) Possession of falsified or altered identification including use of another person's ID (for any reason)	[ ] Yes [ ] No
Q) Possession of stolen property (including vehicles)	[ ] Yes [ ] No
R) Prostitution or soliciting a prostitute	[ ] Yes [ ] No
S) Resisting arrest (including running from the police)	[ ] Yes [ ] No
T) Vandalism (including "tagging," malicious mischief and/or property damage)	[ ] Yes [ ] No
U) Filing a false police report	[ ] Yes [ ] No
V) Any other act amounting to a misdemeanor	[ ] Yes [ ] No
If you answered yes to **any** items above under "**Undetected Acts - Part 1**," fully explain circumstances, including date(s), names of individuals involved, and resolution. Indicate the corresponding letter for each explanation. **Use the last page if you need additional space.**	

LEGAL (Continued)

UNDETECTED ACTS - PART 2

At any time in your life, have you **ever** committed any of the following: At any time in your life, have you ever committed any of the following:	
A) Arson (intentionally destroying property by setting a fire)	[ ] Yes [ ] No
B) Assault with a deadly weapon	[ ] Yes [ ] No
C) Theft of a vehicle and/or vehicle parts	[ ] Yes [ ] No
D) Burglary (entering a structure or vehicle to commit theft or other crime)	[ ] Yes [ ] No
E) Child molestation (performing unlawful acts with a child)	[ ] Yes [ ] No
F) Accessing and/or possessing child pornography	[ ] Yes [ ] No
G) Elder abuse/neglect	[ ] Yes [ ] No
H) Embezzlement (theft of money or other valuables entrusted to you)	[ ] Yes [ ] No
I) Felony drunk driving (involving injuries)	[ ] Yes [ ] No
J) Forcible rape or other act of unlawful intercourse	[ ] Yes [ ] No
K) Forgery (falsifying any type of document, check, certificate, license, currency, etc.)	[ ] Yes [ ] No
L) Hit & run (with injuries)	[ ] Yes [ ] No
M) Hate crime	[ ] Yes [ ] No
N) Insurance fraud	[ ] Yes [ ] No
O) Grand theft (value of over $400, or any firearm)	[ ] Yes [ ] No
P) Murder, homicide, or attempted murder	[ ] Yes [ ] No
Q) Perjury (lying under oath)	[ ] Yes [ ] No
R) Possession of an explosive/destructive device	[ ] Yes [ ] No
S) Robbery (theft from another person using a weapon, force, or fear)	[ ] Yes [ ] No
T) Stalking	[ ] Yes [ ] No
U) Blackmail or extortion	[ ] Yes [ ] No
V) Any other act amounting to a felony	[ ] Yes [ ] No

If you answered yes to **any** items above under "**Undetected Acts - Part 2**," fully explain circumstances, including date(s), names of individuals involved, and resolution. Indicate the corresponding letter for each explanation. **Use the last page if you need additional space.**	

LEGAL (Continued)

ILLEGAL DRUGS OR NARCOTICS 1

At any time in your life, have you **ever** committed any of the following:
At any time in your life, have you ever committed any of the following:

Have you ever used, tried, tasted, ingested, inhaled, injected, sniffed, smoked, swallowed, pretended to use, simulated use, attempted to use, tested, thought you were using, or experimented with the following?

A) Marijuana (grass, weed, pot, doobie, mota, joint, reefer, ganja)	[ ] Yes [ ] No
B) Hashish (hash)	[ ] Yes [ ] No
C) Crack Cocaine	[ ] Yes [ ] No
D) Cocaine (coke, snow, candy, snowbird)	[ ] Yes [ ] No
E) Speed	[ ] Yes [ ] No
F) Meth-Amphetamine (meth, crystal, crank)	[ ] Yes [ ] No
G) LSD (Acid, sugar cube, tabs, white lightning, microdot)	[ ] Yes [ ] No
H) PCP (Angel dust, sherm, killer weed, lovely, whack, love boat)	[ ] Yes [ ] No
I) Heroin (smack, brown sugar, junk, black tar, H, mud)	[ ] Yes [ ] No
J) Opium (Dover's powder)	[ ] Yes [ ] No
K) Mushrooms, Peyote (Buttons, cactus, shrooms, magic)	[ ] Yes [ ] No
L) Barbiturates (Downers, reds, red devils, pink ladies)	[ ] Yes [ ] No
M) Amphetamines (Uppers, cross tops, whites, bennies)	[ ] Yes [ ] No
N) Morpine	[ ] Yes [ ] No
O) Rave drugs (Rohypnol, ruffles, rocha, liquid X, love drug)	[ ] Yes [ ] No
P) Ecstasy (Designer drugs, K-hole, E, TC, GHB, love)	[ ] Yes [ ] No
Q) Amyl Nitrite (Rush, locker room, climax, snappers)	[ ] Yes [ ] No
R) Injected Steroids	[ ] Yes [ ] No

S) Oral Steroids	[ ] Yes [ ] No
T) Glue, Paint thinner, Paint, Solvents, Aerosols	[ ] Yes [ ] No

If you answered yes to **any** items above under "**Illegal Drugs or Narcotics 1**," fully explain circumstances, including date(s), number of times used, age when used, and resolution. Indicate the corresponding letter for each explanation.
Use the last page if you need additional space.

LEGAL (Continued)

ILLEGAL DRUGS OR NARCOTICS 2

At any time in your life, have you **ever** committed any of the following:
At any time in your life, have you ever committed any of the following:

Have you ever used, tried, tasted, ingested, inhaled, injected, sniffed, smoked, swallowed, pretended to use, simulated use, attempted to use, tested, thought you were using, or experimented with any other drug or narcotic not listed above?
Yes ☐ No ☐ If yes, provide the following information below.

Name of Drug, Narcotic or Chemical (formal or street name)	How many times used.	Month & Year last used	Age when last used

ILLEGAL DRUGS OR NARCOTICS 3

Fill in all boxes provided. At any time in your life, have you **ever** committed any of the following:	**Yes**	**No**
1. Have you been intoxicated during the last twelve (12) months solely through the consumption of alcoholic beverages? If yes, how many times? _____		
2. Have you ever operated a motor vehicle while you were under the influence of an alcoholic beverage? Date of last occurrence? _____		
3. Have you ever operated a motor vehicle while you were under the influence of narcotic drugs or marijuana? Date of last occurrence? _____		
4. Have you ever had illegal drugs in your possession while at work?		
5. Have you ever injected or had someone inject steroids into your body? (Excluding a medical physician)		
6. Excluding steroid, have you ever injected, or had someone inject, any illegal drug, narcotic or chemical into your body?		
7. Have you ever given or sold marijuana or any type of illegal substance, chemical, drug, or narcotic to anyone under the age of 18 or to someone you believed was under the age of 18?		
8. Have you ever sold or provided any chemical, compound, or element to someone, knowing the purpose was to manufacture an illegal substance, designer drug, or similar product?		

9. Since you have been 16 years old, have you cultivated, grown, or purchased marijuana?		
10. Have you ever transported marijuana, any illegal drug or narcotic across the United States border?		
11. During the last 5 years, have you remained in a private place, where marijuana, illegal drugs, narcotics designer drugs, rave drugs, or any illegal substance were being used?		
12. During the last 10 years, have you allowed someone to use marijuana in your home or in your vehicle?		
13. During the last 5 years, have you associated with relatives or family members who use marijuana or illegal drugs or narcotics?		
14. Have you ever forged a prescription in order to obtain a drug or narcotic for you or someone else?		

LEGAL (Continued)

ILLEGAL DRUGS OR NARCOTICS 3 (Continued)

Fill in all boxes provided. At any time in your life, have you **ever** committed any of the following:	**Yes**	**No**
15. Have you ever attempted to obtain a prescription drug or narcotic knowing the prescription was forged?		
16. Have you ever used any drug narcotic or controlled substances that were not prescribed to you by your doctor (using drugs prescribed to friends and or relatives)?		
17. Have you ever purchased or been involved in an illegal drug transaction, or transportation of illegal drugs?		
18. Have you ever given a drug or narcotic to seduce or overpower someone to have sex with you or for another reason without their knowledge, agreement, or consent? (“Rivortirl” or “Dollar date drug)		
19. Have you ever attempted any of the above acts?		
20. Have you ever worked under the influence of illegal drug, narcotic, or controlled substance?		
21. Have you ever sold marijuana or any type of illegal substance, drug, or narcotic?		
22. Have you ever manufactured any illegal drug, narcotic or designer drug, or illegal substance or chemical?		
23. Have you ever worked under the influence of illegal drug, narcotic, or controlled substance?		
24. During the last 5 years, have you associated with friends, acquaintances or roommates who use marijuana or illegal drugs or narcotics?		

If you answered “Yes” to **any** items above under “**Illegal Drugs or Narcotics 3**,” you must provide an explanation on the last page. If the incident has occurred more than once, make sure you explain all occurrences. Start with the most recent occurrence. Failing to follow instructions or untruthful answers will be cause for disqualification from the VIPS hiring process.

MOTOR VEHICLE OPERATION

Has a traffic citation ever resulted in a warrant or caused your driver's license to be withheld due to the following: (check all that apply)		
[ ] Failed to appear	[ ] Failed to complete traffic school	[ ] Failed to pay the required fine
If you checked any of the above, explain circumstances. If you need more space, use the back page to explain the circumstances:		
Have you ever driven a vehicle without auto insurance, as required by law?		[ ] Yes [ ] No
If yes, complete below:		
Date:	Month:	Year:
Location (Number / Street /City / State/ Zip)		
Reason:		

OTHER TOPICS

Are you now, or have you ever been, a member or associate of a criminal enterprise, street gang, or any other group that advocates violence against individuals because of their race, religion, political affiliation, ethnic origin, nationality, gender, sexual preference, or disability?	[ ] Yes [ ] No
Do you have, or have you ever had, a tattoo signifying membership in, or affiliation with, a criminal enterprise, street gang, or any other group that advocates violence against individuals because of their race, religion, political affiliation, ethnic origin, nationality, gender, sexual preference, or disability?	[ ] Yes [ ] No
Since the age of 16, have you ever been involved in an anger-provoked physical fight, confrontation, or other violent act?	[ ] Yes [ ] No
Have you ever hit or physically overpowered a spouse or romantic partner?	[ ] Yes [ ] No
If you answered yes to **any** items above under "**Other Topics**," fully explain circumstances, including date(s), for each. Indicate the corresponding letter for each explanation. **Use the last page if you need additional space.**	

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE PERSONALLY COMPLETED EACH PAGE OF THIS FORM AND ANY SUPPLEMENTAL PAGE(S) ATTACHED, AND THAT ALL STATEMENTS MADE ARE TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY MISSTATEMENT OF MATERIAL FACT MAY SUBJECT ME TO DISQUALIFICATION; OR IF I HAVE BEEN APPOINTED, MAY DISQUALIFY MJE FROM CONTINUED EMPLOYMENT	
Signature in Full:	Date:

Use this page for any additional information. Indicate the corresponding section/letter for each additional response. Attach additional pages if you need to.

CITY OF ST. HELENA
POLICE DEPARTMENT

VOLUNTEER POLICY

I. Overview of Purpose and Scope of this Policy

The Department's Volunteer Program (DVP) is designed to develop a spirit of cooperation and partnership with the community by recruiting, training, and retaining talented volunteers to participate in meaningful community safety, security, and service programs.

The Department will use qualified volunteers for specified tasks and duties in order to create efficiencies for the Department and improve services to the community. Volunteers are intended to supplement and support, rather than supplant, sworn officers and civilian personnel. Volunteers can be an important part of any organization and are proven to be a valuable asset to law enforcement agencies. Volunteers help to increase departmental responsiveness, delivery of services and information input, and provide new program opportunities. In addition, volunteers bring new skills and expertise to the Department and prompt new enthusiasm.

The Volunteer Program is not designed for persons who are interested in law enforcement as a career, but rather for individuals who seek to contribute to the safety, security, and service of their community in their spare time.

Volunteer personnel shall strive to enhance community safety and security through programs of crime prevention, with active citizen involvement in these efforts.

II. Policy

A. Definition of Volunteer

An individual who performs a service for the Department without promise, expectation, or receipt of compensation for services rendered.

B. Duties

Volunteers have various responsibilities and duties. Their main function is to perform non-confrontational duties, which helps the Department achieve its goal of better serving the community.

Volunteers are not police officers and shall not carry any type of weapon or take any enforcement actions.

Listed below are some of the duties which volunteers may be asked to perform:

Driving the city in a marked patrol car as extra eyes and ears of the Department

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Providing citizen assistance
Vacation house checks
Fingerprinting
Traffic Control
Neighborhood Watch
Enforcing disabled parking regulations
You Are Not Alone program (YANA)
Marking and assisting in abating unattended or abandoned vehicles
Clerical duties
Stranger/Danger presentations
Senior safety presentations

C. Volunteer Basic Training Academy

Volunteers will receive both training and operational information in the Basic Academy. Volunteers will be provided with an orientation program to acquaint them with the Department, personnel, policies and procedures that have a direct impact on their work assignment.

Volunteers should receive position-specific training to ensure they have adequate knowledge and skills to complete tasks required by the position and should receive periodic ongoing training as deemed appropriate by their supervisor or the Volunteer Coordinator.

Training should reinforce to volunteers that they may not intentionally represent themselves as, or by omission infer that, they are sworn officers or other full-time members of the Department. They shall always represent themselves as volunteers.

All volunteers shall comply with the rules of conduct and with all orders and directives, either oral or written, issued by the Department.

D. Selection Process

All Department members shall be encouraged to recruit members for the Volunteer Program.

Applicants must have attained the age of 18 years, meet the requirements of the program, and be willing to perform the required tasks.

Applicants must agree to abide by all Department and Program rules, regulations, and procedures.

Interviews should be conducted only by persons trained in interviewing.

The applicant shall be interviewed at the St. Helena Police Department when the properly completed Background Packet has been submitted and reviewed by the Chief of Police (COP) or designee.

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The background check process includes a complete local criminal history computer check, DOJ fingerprint check and references letters.

When the applicant has been cleared, the applicant shall again be notified in writing of the clearance. In the event that an applicant does not clear backgrounds, the COP shall notify the applicant.

The Volunteer Coordinator shall be responsible for notifying the background-cleared applicant of the upcoming Volunteer Basic Training Academy and all details involved. This must be done no later than two weeks prior to the Volunteer Basic Training Academy start date.

The Office of Volunteer Services shall schedule and organize the graduation ceremonies for the Volunteer Basic Training Academy, including production of graduation certificates.

E. Chain of Command

In order to maintain consistency and continuity within the Department's Volunteer Program, Department management and/or supervision should be accomplished by the following personnel:

Lieutenant

Shall supervise the operation and disciplinary matters of the Volunteer Program within the Department.

Supervisor

Shall be the immediate supervisor for volunteers while volunteering

Volunteer Coordinator(s) - Designated by the Lieutenant

Shall coordinate and liaison between the volunteers and Command Staff, keeping the Lieutenant continually apprised of the status of the Volunteer Program and facilitating the program's needs.

Volunteer Administrator - Volunteer Member

Is responsible for the day-to-day administration of the Volunteer Program. The duties include the approval of work schedules and assignments, program orientation, interviewing potential applicants and other tasks assigned by the Command Staff.

Volunteer Assistant Administrator - Volunteer Member

Assists the Administrator and assumes the Administrator's duties during the Administrator's absence.

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Volunteer Manager - Volunteer Member

Assists the Administrator and Assistant Administrator with day-to-day operations. Specific duties shall be assigned by the Administration and the Command Staff.

Volunteer Field Trainers (FTO) - Volunteer Member

Volunteer FTO's are responsible for on-the-job training, practical application of Academy Training and expansion of the Volunteer Basic Training Academy for new members. Volunteer FTOs must have completed the Volunteer Basic Training FTO Academy.

Volunteer Members

These Volunteers must have reached the age of 18 and possess a valid California Driver's License. They must successfully complete all phases of orientation and training and agree to abide by program rules and regulations.

F. Supervision and Training of Volunteers

Each volunteer who is accepted to a volunteer position with the Department must have a clearly identified supervisor who is responsible for direct management of that volunteer. This supervisor will be responsible for day-to-day management and guidance of the work of the volunteer and should be available to the volunteer for consultation and assistance.

Functional supervision of volunteers is the responsibility of the supervisor in charge of the unit where the volunteer is assigned.

The Department shall provide appropriate training to its volunteers appropriate to the assigned duties.

G. Fitness for Duty

No volunteer shall report to work or be on-duty when his/her judgment or physical condition has been impaired by alcohol, medication, other substances, illness, or injury.

Volunteers shall report to their supervisor any changes in status that may affect their ability to fulfill their duties. This includes, but is not limited to, the following:

(a) Driver's license
(b) Medical condition
(c) Arrests
(d) Criminal Investigations

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All volunteers shall adhere to the guidelines set forth by this Department regarding drug and alcohol use.

H. Dress Code

As representatives of the Department, volunteers are responsible for presenting a professional image to the community. Volunteers shall dress appropriately for the conditions and performance of their duties.

Volunteers shall conform to department-approved dress consistent with their duty assignment. Uniforms authorized for volunteers should be readily distinguishable from those worn by sworn officers. The uniform or identifiable parts of the uniform shall not be worn while off-duty, except volunteers may choose to wear the uniform while in transit to or from official department assignments or functions, provided an outer garment is worn over the uniform shirt so as not to bring attention to the volunteer while he/she is off duty.

Volunteers are also provided with a badge and identification card that must be worn at all times while on-duty.

Volunteers shall be required to return any Department-issued uniforms or property, including the volunteer's badge and identification card, at the termination of service.

I. Confidentiality

With appropriate security clearance, volunteers may have access to confidential information such as criminal histories or investigative files. Unless otherwise directed by a supervisor or departmental policy, all information shall be considered confidential. Only that information specifically identified and approved by authorized personnel shall be released. Confidential information shall be given only to persons who have a need and a right to know as determined by departmental policy and supervisory personnel.

Each volunteer will be required to sign a confidentiality agreement before being given an assignment with the Department. Subsequent unauthorized disclosure of any confidential information, verbally, in writing, or by any other means, by the volunteer is grounds for immediate dismissal and possible criminal prosecution.

Volunteers shall not address public gatherings, appear on radio or television, prepare any article for publication, act as correspondents to a newspaper or other periodical, release or divulge any information concerning the activities of the Department, or maintain that they represent the Department in such matters without permission from the proper Department personnel.

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J. Vehicle Use

Volunteers assigned to duties such as vacation house checks or other assignments that require the use of a vehicle must first complete the following:

(a) A driving safety briefing and department approved driver safety course.

(b) Verification that the volunteer possesses a valid California driver's license.

(c) Verification that the volunteer carries current vehicle insurance.

The Volunteer Coordinator should insure that all volunteers receive safety briefing updates and license and insurance verification at least once a year.

When operating a Department vehicle, volunteers shall obey all rules of the road, including seat belt requirements. Smoking is prohibited in all Department vehicles.

A magnet placard that reads "VOLUNTEER" shall be affixed to both the driver's side and passenger side rear doors, below the windows.

Volunteers should not operate a marked patrol car unless there is a prominently displayed sign indicating that it is out of service and volunteers are not authorized to operate a Department vehicle Code-3.

K. Volunteer Status and Termination of Services

Volunteers receive no pay or benefits except coverage for injuries sustained while providing volunteer services for the Department as allowed under the City's Workers' Compensation Insurance policy.as specifically provided in this policy. A volunteer may be removed from the volunteer program at the discretion of the Chief of Police or Volunteer Coordinator. Volunteers have no property interests in their continued appointment and no right to appeal or otherwise challenge a decision to terminate their volunteer services.

L. Volunteers Exiting the Program

Volunteers may resign from volunteer service with the Department at any time. It is requested that volunteers who intend to resign provide advance notice of their departure and a reason for their decision.

DVP Members leaving the Program shall return all City property to the DVP Coordinator and or Supervisor.

The Coordinator and or Supervisor will be responsible for returning the exiting Member's Police Department Identification Card with the completed DVP Exit Interview Form. If the existing member does not wish to be involved in an Exit

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Interview, the Coordinator and or Supervisor will be responsible for filling out as much of the Exit Interview Form as possible and returning it along with the Police Department Identification Card.

III. Attachments

The City of St. Helena Volunteer Police Officer Program, Policy, & Procedures Handbook is attached for informational purposes, and may be revised by the Chief as needed.

DRAFT

CITY OF ST. HELENA

RESOLUTION NO. 2017-XX

Consideration and proposed approval of a resolution acknowledging and supporting a City of St. Helena Police Department Volunteer Program (DVP) and Operations Handbook and approving a $4,000 DVP budget for FY 2017-18

RECITALS

A. The City is committed to safe, effective, and meaningful engagement of community volunteers in order to build community spirit, meet civic objectives, and increase the satisfaction of the public in all areas of City service; and

B. The Police Department would benefit from the help of talented volunteers in the community; and

C. To ensure the success of a volunteer programs, a volunteer policy and operations manual were developed; and

D. The purpose of the policy and manual were to give volunteers and Police staff an overview of the procedures concerning development and implementation of the DVP program.

RESOLUTION

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

1. The City Council acknowledges and supports City of St. Helena Police Department Volunteer Program (DVP); and
2. Approves a $4,000 DVP budget for FY 2017-18.

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017 by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Dohring: _____

Councilmember Koberstein: _____

Councilmember Ellsworth: _____

APPROVED: ATTEST:

_____	_____
Alan Galbraith, Mayor	Cindy Black, City Clerk

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consider and proposed approval of a resolution authorizing the filing of a One Bay Area Grant 2 (OBAG2) application for funding assigned to the Metropolitan Transportation Committee (MTC) , committing matching funds and assuring completion of the project**

CEQA Determination: **CEQA will be completed as part of project design**

Prepared By:
Tracey Perkosky, Grant & Finance Manager

Reviewed By:

Approved By:
Larry Pennell, City Manager

BACKGROUND

In December 2016, the City Council authorized the submission of two grant applications to the One Bay Area Grant 2 (OBAG 2) program. One application was for the Main Street Sidewalk Improvement Project and the second was the Grayson Avenue Resurfacing Project. The initial applications are submitted and vetted through the Napa Valley Transportation Authority (NVTA) and then after NVTA approval the awards are approved by the Metropolitan Transportation Commission (MTC).

DISCUSSION

In April NVTA approved the City's application for the Main Street Sidewalk Improvement Project for $1,206,000 in Federal funds and $300,000 in City matching funds. The final steps in this lengthy application process is to pass a resolution for MTC which

authorizes the submittal of the application to them, commits the matching funds and provides project assurances of completion.

The Main Street Sidewalk Improvement Project provides for both design and construction funds. Pending the contract execution and approval from Caltrans who will administer the funds, design work will begin in fiscal year 2018-2019, construction will follow in fiscal year 2019-2020 or 2020-2021. The project will install ADA compliant ramps, new sidewalks, street furniture and trees from Britton Way/Pine Street to Pope Street/Mitchell Avenue. While an escalation has been added to the grant award for inflation, if project costs exceed the available funds, the City can request a project scope amendment and reduce the project limits.

FISCAL IMPACT

By adopting this resolution the City commits to providing $300,000 or the amount of funding needed to complete the project in cash matching funds which will be budgeted from either Gas Tax or the General Fund.

RECOMMENDED ACTION

Staff recommends the City Council adopt the resolution authorizing the filing of an application for OBAG2 funding assigned to MTC and committing all matching funds and assuring completion of the project.

ATTACHMENTS

OBAG resolution

CITY OF ST. HELENA

RESOLUTION NO. 201-

Resolution Authorizing the Filing of a One Bay Area Grant 2 (OBAG 2) Application for Funding Assigned to the Metropolitan Transportation Commission and Committing Matching Funds and Stating Assurance to Complete the Main Street Sidewalk Improvement Project

RECITALS

A. The City of St. Helena (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $1,206,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Main Street Sidewalk Improvement Project (herein referred to as PROJECT) for the One Bay Area Grant 2 (herein referred to as PROGRAM); and

B. The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

C. State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

D. Pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

E. MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

F. MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

G. APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

H. that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

I. There is no legal impediment to APPLICANT making applications for the funds; and

J. Where is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

K. APPLICANT authorizes its City Manager or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

L. MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

RESOLUTION

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

1. APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and
2. APPLICANT will provide any required matching funds; and
3. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
4. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
5. PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
6. APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
7. PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM;
8. In the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

9. In the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and

10. In the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

11. APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

12. APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

13. There is no legal impediment to APPLICANT making applications for the funds; and

14. there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

15. APPLICANT authorizes its City Manager or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

16. a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

17. MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017 , by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Dohring: _____

Councilmember Ellsworth: _____

Councilmember Koberstein: _____

APPROVED: ATTEST:

_____ _____

Alan Galbraith, Mayor Cindy Black, City Clerk

09/20/16

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consideration of Resolution Approving use of Water Net Position of $2,500 and Wastewater Net Position of $2,500 Due to Additional Contract Costs with Del Rio Advisors, LLC. in Connection with Municipal Financial Services for the Utility Rate Study.**

CEQA Determination: **Not a CEQA project**

Prepared By: April Mitts, Director of Finance

Reviewed By:

Approved By: Larry Pennell, City Manager

BACKGROUND

On April 4, 2017, the City entered into a Professional Services Agreement (PSA) with Del Rio Advisors, LLC. for $5,000.00 to assist in developing a plan of finance for the water and sewer funds. The total fee capped at $5,000.00 is inclusive of all hours and standard expenses. It was not expected that the total contract hours would exceed 25 hours at an hourly rate of $175.00 per hour for a total of $4,375.00. The remaining amount was anticipated to be used for travel.

DISCUSSION

As of May 16, 2017, the City has utilized a total of 26.25 hours for a total amount of $4,593.75; not including travel costs. It is expected this project can be completed with an additional 25 hours. This would bring the total contract amount not to exceed $10,000.00.

The City Manager has contract authority to sign PSAs up to $25,000.00 and has the authority to sign Amendment #1 to this agreement; however, additional funds are needed from the Water and Wastewater Net Position of $2,500.00 each for a total of $5,000.00.

Staff recommends a budget increase of $2,500.00 to 561-4300-2145, a budget increase of $2,500.00 to 571-4300-2145, and use of Water and Wastewater Net Position for a total of $5,000.00 split between the two funds.

FISCAL IMPACT

The fiscal impact is the use of Water Fund Net Position in the amount of $2,500.00 and the use of Wastewater Fund Reserves in the amount of $2,500.00.

RECOMMENDED ACTION

Approve Resolution No. 2017-___ approving use of Water and Wastewater Net Position for a total of $5,000.00 split equally between funds.

ATTACHMENTS

Attachment 1 - Resolution for Use of Water and Wastewater Net Position

Attachment 1

CITY OF ST. HELENA

RESOLUTION NO. 2017-____

RESOLUTION APPROVING USE OF WATER RESERVES OF $2,500 AND USE OF WASTEWAER RESERVES OF $2,500 FOR A TOTAL OF $5,000 FOR CONTRACTS ADDITIONAL CONRACT NEEDS WITH DEL RIO ADVISORS, LLC. TO PROVIDE ADDITIONAL ANALYSIS OF THE UTILITY RATE STUDY DATED OCTOBER 31, 2016 AND ADOPTED ON NOVEMBER 29, 2016

RECITALS

WHEREAS, on February 14, 2017 City Council voted on a motion which included retaining a public sector financial consultant and bond counsel to advise an Ad Hoc committee on the rate study dated October 31, 2016 and adopted on November 29, 2016; and

WHEREAS, On February 28, 2017 City Council approved use of Water and Wastewater Net Position to retain the services of a Municipal Financial Advisor, Bond Counsel, and Rate Consultant to work with the Utility Rate Ad Hoc committee for further analysis on the rate study; and

WHEREAS, On April 4, 2017 the City entered into an agreement with Del Rio Advisors, LLC to assist in developing a plan of finance for the water and sewer funds; and

WHEREAS, Additional funding is necessary for the completion of the projects; and

WHEREAS, Del Rio Advisors, LLC. has represented that they have the required experience, expertise and qualifications to perform the required duties; and

WHEREAS, the total costs for additional analysis was not a budgeted item in FY 16/17; and

WHEREAS, funds needed to complete this analysis must be taken from the water and wastewater reserves.

RESOLUTION

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

1. Use of $2,500 from the water fund net position for additional analysis of the October 31, 2016 rate study; and
2. Use of $2,500 from the wastewater fund net position for additional analysis of the October 31, 2016 rate study.

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017, by the following vote:

Mayor Galbraith: _____
Vice Mayor White: _____
Councilmember Dohring: _____
Councilmember Koberstein: _____
Councilmember Ellsworth: _____

APPROVED: ATTEST:

_____ _____
Alan Galbraith, Mayor Cindy Black, City Clerk

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consider and Approve a Resolution for Scope of Work Change and Contract Amount for Michael Baker International for the Upper York Creek Dam Removal Project in to Increase the Contract $144,557.80 for a Total of $606,370.80**

CEQA Determination: **Environmental Impact Report (SCH. No. 2006092096)**

Prepared By:
Tracey Perkosky, Grant & Finance Manager

Reviewed By:

Approved By:
Larry Pennell, City Manager

BACKGROUND

On April 26, 2016, City Council approved a contract for Michael Baker International in the amount of $461,813 for engineering services for the Upper York Creek Dam Removal Project, Capital Improvement Project W-26. The proposal cost was based on a value engineering analysis of the previous designs from Prunuske Chatham, final plans, and permits for a project which would notch the dam, remove extensive sediment build-up, armor the creek, and provide extensive habitat restoration as a result of the construction disturbance.

DISCUSSION

In early 2017, as the consultants and city staff were working to finalize the 65% plans and submit permit applications two of the regulatory agencies recommended a change in the project plans and implementation. This is because previous dam removal projects with similar characteristics to York Creek were being washed out with heavy rains and

weather. In order to avoid additional expensive reconstruction, it was requested that the City adopt a new approach in the project. The new approach is to notch the dam, perform limited sediment removal and then allow natural sediment transport to re-establish the ecosystem and fish passage. At least five years of monitoring will follow the dam removal and the City, in partnership with the regulatory agencies, will develop an adaptive management plan as additional construction may be needed in the future for sediment, habitat and fish passage.

In order to move forward within the permitting process and 100 % plans, the scope of work for Michael Baker International must be changed to meet the new project requirements. Additional studies and analysis is needed on sediment flow and rock borings, design of sediment traps, additional meetings, hydrology and hydraulics studies, and more. In addition, as shown in Table 1 of Attachment 3, several tasks had the scope reduced as a result of the project change.

There are also $41,450 of expenses for a Cultural Resources report. The Michael Baker International contract would have required this budget amendment regardless of the design change. The existing cultural resources report will expire this summer and an up-to-date report is required by the Army Corps of Engineers as part of its permit and review process.

FISCAL IMPACT

This contract amendment of $144,557.80 will be paid from account 763-5030-2130 from the proceeds of the water bonds. There are sufficient funds to pay for this contract increase as the overall construction cost will be reduced.

RECOMMENDED ACTION

Staff recommends the City Council approve the resolution authorizing the contract increase and work scope change.

ATTACHMENTS

1 - Award of Contract - Michael Baker
2 - Resolution
3 - 153371_York_Creek_Additional_Scope_fee_04252017

Attachment 1
Item No: 14

Report to the City Council
Council Meeting of April 26, 2016

Agenda Section: **Consent Calendar**

Subject: **Consideration and proposed approval a of resolution approving a Professional Services Agreement with Michael Baker International in the amount of $461,813 for engineering services for the Upper York Creek Ecosystem Restoration Project, Capital Improvement Project W-26**

CEQA Status: **Environmental Impact Report (SCH. No. 2006092096)**

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

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

BACKGROUND

The City has been working for several years to remove the Upper York Creek Dam and restore the York Creek streambed. The dam was originally constructed in 1900 and is no longer managed as a water supply facility. The reservoir originally had a capacity of 10,000,000 gallons. Over time, it has accumulated an estimated 26,000 cubic yards of gravel and other sediments, and by 1993 too much sediment had accumulated to continue to use it as a water source. There have been four incidents of accidental, catastrophic release of sediment resulting in mortality of fish and other aquatic organisms. In 2006, the City entered into an agreement with the Department of Commerce National Oceanic and Atmospheric Administration (NOAA) to remove the Upper York Creek Dam. The terms of this agreement state that the City must pay to NOAA $70 per day for each day beyond October 31, 2012 that the dam continues to block fish passage to Upper York Creek. The current Project scope includes removal of 50'x140' earthen dam, re-establishing a natural fish-passage channel, and removing invasive plants and revegetation of approximately 2 acres as riparian forest.

The Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR), which initiated the environmental review process for the Project, was distributed to responsible agencies, interested parties, and the public on September 19, 2006. The 30-day Draft EIR scoping comment period initiated by the NOP was from September 19, 2006 to October 18, 2006. The Draft EIR was subsequently prepared and circulated for public review from April 19, 2007 to November 14, 2007. The initial public review period was set to close on June 4, 2007. In order to obtain more public participation, the City extended the public comment period four times to November 14, 2007. The Final EIR

was then prepared, which includes a summary of the Draft EIR, response to comments received during this extended Draft EIR public review period, as well as minor technical revisions and appendices prepared and added to address the comments. On April 28, 2015, the City Council certified the Final EIR, adopted CEQA findings and a statement of overriding considerations, adopted a mitigation monitoring and reporting plan, and authorized Staff to secure final Project funding and develop Project design and construction bidding documents.

DISCUSSION

The Director of Public Works released a Request for Proposal for final engineering, permitting, EIR addendum, and construction support for the Upper York Creek Ecosystem Restoration Project on December 28, 2015. The RFP was advertised on the City's website, regional and state bidding clearing houses, and was also emailed to an extensive list of consultants by Staff. Two proposals were received prior to the deadline of February 16, 2016 by 3:00 PM. A committee of three City Staff persons reviewed the proposals and scored them based on the predetermined criteria outlined in the RFP. City Staff then scheduled interviews with each consultant, AECOM and Michael Baker International. Both consultants are qualified and performed well during the interviews. Based on the written proposals and oral interviews, City Staff found Michael Baker International to be the best qualified consultant to perform the work.

The total cost of the agreement with Michael Baker International is $461,813. The scope of work includes $48,580 of engineering support during construction, and includes a value engineering task. The goal of the value engineering is to find ways to reduce construction costs, so that the project can be delivered within the current funding constraints.

FISCAL IMPACT

The estimated Project expenditure summary is provided in the table below. The cost for this agreement for engineering services is within the project budget for preliminary engineering and environmental.

Description	Budget	Projected
Preliminary engineering and environmental	$ 847,129	$ 847,129
Construction management/inspection	$ 250,718	$ 250,718
Construction Contract	$3,706,378	$5,402,153
Total	**$4,804,225**	**$6,500,000**

The Project is currently underfunded by approximately $1,695,775. The Project will not begin construction until funding for this shortfall can be identified and secured. The scope of work for this agreement includes a value engineering task. The goal of the value engineering is to find ways to reduce construction costs, so that the project can be delivered within the current funding constraints.

Attachment 1
Item No: 14

RECOMMENDED ACTION

Adopt attached resolution authorizing the City Manager to execute a Professional Services Agreement with Michael Baker International in the amount of $461,813 for engineering services for the Upper York Creek Ecosystem Restoration Project.

ATTACHMENTS

1. Resolution
2. Professional Services Agreement

CITY OF ST. HELENA

RESOLUTION NO. 2016-51

APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH MICHAEL BAKER INTERNATIONAL IN THE AMOUNT OF $461,813 FOR ENGINEERING SERVICES FOR THE UPPER YORK CREEK ECOSYSTEM RESTORATION PROJECT, CAPITAL IMPROVEMENT PROJECT W-26

RECITALS

A. The City has been working for several years to remove the Upper York Creek Dam and restore the York Creek streambed; and

B. City Staff conducted a competitive solicitation to attract highly qualified engineering consultants; and

C. Of the two proposals reviewed, Michael Baker International was scored in the top two; and

D. During the interview process Michael Baker International demonstrated the level of experience, competence, staffing, and other qualifications necessary for exceptional performance of the services required and described in the scope of work; and

E. The project is funded under Capital Improvement Project W-26.

RESOLUTION

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

1. The City Manager is authorized to execute the Professional Services Agreement with Michael Baker International in the amount of $461,813 for engineering service.

Approved at a Regular Meeting of the St. Helena City Council on April 26, 2016 by the following vote:

Mayor Galbraith: yes
Vice Mayor White: yes
Councilmember Crull: yes
Councilmember Dohring: Absent
Councilmember Pitts: yes

APPROVED:

Alan Galbraith, Mayor

ATTEST:

Cindy Black, City Clerk

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT, made and entered into on April 26, 2016 by and between the City of St. Helena, located in the County of Napa, State of California (City), and Michael Baker International (Consultant).

RECITALS:

A. City desires to employ Consultant to furnish professional services in connection with the project described as **Civil Engineering Services for Upper York Creek Ecosystem Restoration Project.**

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

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

SECTION 1 – BASIC SERVICES

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

SECTION 2 – ADDITIONAL SERVICES

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

SECTION 3 – TIME FOR COMPLETION

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

SECTION 4 – COMPENSATION AND METHOD OF PAYMENT

A. Subject to any limitations set forth in this Agreement, City agrees to pay consultant the amount specified in **Exhibit B, "Compensation"**, attached hereto and made a part hereof. Total compensation shall not exceed $461,813.00, unless additional compensation is approved in accordance with Section 2.

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

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

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

SECTION 5 – STANDARD OF PERFORMANCE

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

SECTION 6 – INSPECTION AND FINAL ACCEPTANCE

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

SECTION 7 – INSURANCE REQUIRED

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

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:
   1. Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).
   2. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).
   3. Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

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

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

C. Professional Liability Insurance. When Consultant under this Agreement is duly licensed under California Business and Professions Code as an architect, landscape architect, professional engineer, or land surveyor ("design professional"), Consultant shall maintain at least $2,000,000 of professional liability insurance.

D. Excess Limits. If Consultant maintains higher limits than the minimums shown above, City requires and shall be entitled to coverage for the higher limits maintained by Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

E. Primary Coverage. For any claims related to this contract the Consultants insurance coverage shall be primary insurance as respects to City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of Consultants insurance and shall not contribute with it.

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

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

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

4. Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subsection (b) of Section 2782 of the Civil Code.

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

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

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

SECTION 8 – INDEMNIFICATION

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

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

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

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

SECTION 9 – INDEPENDENT CONTRACTOR STATUS

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

B. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall have control over the conduct of Consultant or any of Consultant's officers, employees or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's officers, employees or agents are in any manner officials, officers, employees or agents of City.

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

SECTION 10 – CONFLICTS OF INTEREST

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

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

SECTION 11 – OWNERSHIP OF DOCUMENTS

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

completion, Consultant shall deliver to City all such original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents.

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

SECTION 12 – CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION

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

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

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

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

SECTION 13 – SUSPENSION OF WORK

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

SECTION 14 – COMPLIANCE WITH LAW

Consultant shall keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement. Consultant shall obtain any and all licenses, permits and authorizations necessary to perform the services set forth in this Agreement. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall be liable, at law or in equity, as a result of any failure of Consultant to comply with this section.

SECTION 15 – COMPLIANCE WITH CIVIL RIGHTS

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

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

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

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

SECTION 16 – RECORDS

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

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

SECTION 17 – COOPERATION BY CITY

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

SECTION 18 – NOTICES

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

To City:	City Manager 1480 Main Street St. Helena, California 94574
To Consultant:	Michael Baker International 2729 Prospect Park Drive, Suite 220 Rancho Cordova, CA 95670

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

SECTION 19 – TERMINATION

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

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

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

SECTION 20 – ATTORNEY FEES

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

SECTION 21 – ENTIRE AGREEMENT

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

SECTION 22 – SUCCESSORS AND ASSIGNS

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

SECTION 23 – CONTINUITY OF PERSONNEL

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

SECTION 24 – DEFAULT

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

SECTION 25 – WAIVER

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

SECTION 26 – LAW TO GOVERN; VENUE

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

SECTION 27 – SEVERABILITY

If any term, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of

this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

SECTION 28 – SPECIAL PROVISIONS

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

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

Consultant:

By: _____
Name: Kevin Gustorf
Title: Vice President

City:

By: _____
Name: Jennifer Phillips
Title: City Manager

Approved as to Form:

By: _____
Name: Thomas B. Brown
Title: City Attorney

Work Plan / Scope of Work

Michael Baker has carefully reviewed the RFP and evaluated the available reports/studies on this project to provide the following scope of services for the final design and permitting of the Upper York Creek Ecosystem Restoration Project. The Michael Baker team has developed this recommended scope of work to address the key issues and challenges and implement a comprehensive technical work plan to complete the PS&E and obtain the necessary approvals for project
construction.

Phase 1: Technical Studies and Project Refinement

Task 1 Kickoff Meeting

Michael Baker will hold a kickoff meeting to commence the project with the City and project stakeholders. Michael Baker will prepare the meeting agenda and meeting minutes. The meeting will be used to initiate the project and discuss schedules, communications, expectations, critical issues, and design criteria.

Deliverables: *Meeting agenda and meeting minutes*

Task 2 Collect and Review Existing Plans and Reports

Michael Baker will obtain and review existing available technical studies from the City, County, USACE, FEMA, and other known sources related to the project improvements. The information collected will include hydrology and hydraulics studies and computer models, environmental documents, geotechnical studies, available geology and hydrogeology information, and future proposed development projects, as well as as-built plans and the City's GIS database for existing facilities along the project reach.

Deliverables: *Summary of existing data pertaining to the project improvements*

Task 3 Supplemental Field Topographic Survey

Michael Baker will compile supplemental topographic mapping by conventional field methods for final design purposes. Topography shall include locations and elevations of features not accurately defined by the existing project topographic mapping. The supplemental mapping shall include spot elevations, trees, top/toe of slopes, surface utilities, existing structures, and areas of proposed construction join points. This task is based on 40 hours of field survey.

Deliverables: *Supplemental field topographic mapping*

Task 4 Geotechnical Investigation and Analysis

Michael Baker International has teamed with WRECO to perform the Geotechnical Investigation and Analysis for the Proposed Project.

Field Investigation and Laboratory Testing

WRECO proposes to perform a field investigation to better characterize the subsurface information at the Project site. The field investigation will consist of one soil boring using hollow-stem auger drilling techniques to a completion depth of up to 40 feet below existing grade for the purpose of obtaining disturbed representative soil samples to better characterize the subsurface conditions. Representative soil samples at 2.5 foot intervals will be visually classified using the Unified Soil Classification System and retained for later laboratory testing. Borings will be presented on a boring location plan, and the soil descriptions and summary of the laboratory testing results will be presented on Logs of Borings.

Geotechnical Engineering Study Report

WRECO will prepare a Geotechnical Engineering Study Report for the proposed slope repair. This engineering study will contain the following information and recommendations:

- A Project summary and description of the scope of work performed for the Project. A discussion of the regional and local geology as it pertains to the Project.
- A summary of the identified site soils, summary of the laboratory testing results, and Logs of Borings with the observed soils, groundwater, and laboratory soil testing results.
- A discussion of where the groundwater source may be and methods for further evaluation and mitigation measures.
- A discussion of the regional seismology and seismic design parameters for the proposed Project site in accordance with the latest California Building Code and ASCE-7.
- Contract language for the bidding phase of the Project regarding the slope repair wall construction.

Deliverables: *Boring Location Plan and Logs of Borings, Draft and Final Geotechnical Engineering Study Report*

Task 5 Hydrology, Hydraulics, and Sedimentation Analysis

Michael Baker will provide engineering services to perform the updated hydrology, hydraulic, and scour analyses for the development and analysis of the final design recommendations. The design hydrology will use the flow rates developed in the previous studies from the USACE and Prunuske Chatham, Inc. (PCI). Updated channel hydraulic models will be prepared to reflect the proposed grading for the entire project length to develop the optimal configuration and evaluate any potential modifications to the current (65%) plans. Channel geometric characteristics, such as conveyance cross-sections, roughness coefficients, confluences, and encroachments, will be analyzed based

on site conditions, physical constraints, and the proposed plans. A geomorphic assessment and scour analysis will be prepared to determine the final design requirements for the stream profile and structures.

Deliverables: *Hydrology, hydraulics, and sedimentation calculations*

Task 6 Design Evaluation and Value Engineering Analysis

Michael Baker shall prepare a design evaluation and value engineering analysis to determine the most viable project improvements that are acceptable to the City and the stakeholder agencies. The recommended improvements in PCI's 65% plans will be evaluated, taking into consideration a risk assessment, additional technical studies and base data, environmental constraints, and a value-engineering analysis to determine if any potential modifications can improve the proposed project. The analysis will include the evaluation of the current geometric design plan and consider hydraulic effectiveness, preliminary construction costs, sedimentation and scour, environmental impacts and mitigation requirements, traffic control, constructability, geotechnical issues, and other intangible impacts. Michael Baker shall review each project element for value engineering, constructability, and likelihood of success in restoring and maintaining fish passage. A preliminary consultation with NOAA fisheries will be initiated to ensure agency approval on any potential design changes.

Deliverables: *Value engineering recommendations and project modifications*

Task 7 Preliminary Design Report

Michael Baker will prepare a preliminary design report which will present and document the results of the technical studies and value engineering analysis. The report will include text, graphics, preliminary plan layouts, value engineering analysis discussion, and recommendations for the final project design. Technical analysis will be summarized with detailed analysis provided as an appendix.

Deliverables: *Draft and final preliminary design reports*

Task 8 Updated 65% Improvement Plans

Michael Baker will develop updated 65% design plans for the project from the previous plans prepared by PCI, incorporating the results of the design evaluation and value engineering analysis. The plans shall be updated from the CAD files from the current PCI plans. It is assumed that the PCI CAD file will be provided to Michael Baker. The plans will include facility sizes, cross sections, construction details, preliminary structural requirements, hydraulic profiles, and landscape plans. The updated 65% plans shall clearly delineate and define the project improvements to evaluate conformance with the environmental documents and to prepare regulatory permits. A design review meeting with the

City will be held with the submittal of the plans. The review meeting shall include a discussion of the following information:

- Updated technical studies
- Results of design evaluation and value engineering study
- Project elements and modifications recommended for final design
- Project schedule and estimated construction cost

Deliverables: *Updated 65% improvement plans, design review meeting*

Task 9 Soil Disposal Site Evaluation and Preliminary Grading Plans

Based on the updated improvement plans, Michael Baker will determine the required amount of excess material to be disposed of off-site. The team will evaluate the three sites identified in the EIR to determine their suitability in receiving the excess material. The Spring Mountain Vineyard site is a private entity and a determination will be made in consultation with the City if this site should be pursued. Assuming that Spring Mountain is not a viable site, an evaluation of the Lower York Creek Reservoir (LYCR) site will be performed. Consultation with the Clover Flat Landfill will also be performed to determine if the landfill can accept additional material. Modifications to the stream restoration grading will also be considered to identify changes that would reduce the amount of excess material to a quantity that could be handled by the LYCR and Clover Flat Landfill sites. Potential alternatives will be developed considering the cost and environmental impacts. The alternatives analysis will be discussed with the City to identify a preferred solution.

Michael Baker will prepare a preliminary grading plan for the recommended soil disposal site. For the purposes of this scope and fee it is assumed that the remaining excess material will be disposed of at the LYCR site. The plans shall be updated from the CAD files from the current PCI plans. The preliminary grading plans will include plan sheets at 1"=40' scale utilizing the compiled base mapping. The plans will also include typical cross sections, utility locations/conflicts, and ROW information.

Deliverables: *Soil site analysis, preliminary grading plans*

Phase 2: Final Design and Construction Documents (65% To 100% Plans)

Task 10 95% Channel Improvement Plans

Michael Baker will continue to prepare restoration improvement plans to the 95% completion level. The plans will be adjusted to reflect comments on the 65% design and feedback from the design review meeting. The plans shall be updated to include all features, hydraulic data and HGLs, and structural details. The plan set shall include all plan sheets anticipated for the final drawings including title and note sheets, plan and profiles, landscape plans, structural details, and miscellaneous detail sheets. The plans shall include the detailed information as requested in the RFP and in accordance with City standards.

Deliverables: *95% channel improvement plans*

Task 11 Specifications and Cost Estimates

Michael Baker will prepare the technical provisions section of the construction documents in accordance with the format requested by City. A schedule of bid items will be developed with associated quantities and cost estimate.

Deliverables: *Technical provisions; bid schedule and quantities; cost estimate*

Task 12 Structural Design Report

Michael Baker will prepare structural sections, details, and calculations associated with the existing concrete structure modifications and tie-back system required for the project design. Anticipated structural drawings include typical details and general notes, spillway and slope structural sections, and miscellaneous details. Calculations will utilize geotechnical design values provided by the project geotechnical engineer as well as in-house computer programs for analysis. Calculations will utilize City-approved methods for analysis and be in a format to be checked by City staff.

Deliverables: *Structural design report*

Task 13 Final Basis of Design Report

Michael Baker will prepare a final basis of design report to support the design of the recommended improvements. This engineering analysis will provide verification of the hydraulic operation for the proposed facilities and become the technical engineering basis of the final design. The channel hydraulics will be updated from the preliminary design report to reflect any modifications to the channel configuration.

Deliverables: *Final basis of design report*

Task 14 Final (100%) Improvement Plans

Michael Baker will prepare a final field check of the plans, and complete final plans, specifications, and estimates to incorporate any changes in site conditions and address comments on the 95% submittal.

Deliverables: *Final improvement plans (mylar); bid schedule and quantities; technical provisions*

Task 15 Construction Support

Michael Baker will provide personnel at the City's request to provide support during construction. Our restoration practitioners will be made available to assist in project implementation. It is assumed 8 hours per week will be required to assist the contractor in the field during construction. It is assumed for the purposes of this proposal the duration of construction will occur between April and November, 2017. Therefore 270 hours of field time have been allocated for this task.

Task 16 Lower York Creek Monitoring and Management Program

The Project's Final EIR included as a required mitigation measure development of a "causative factors analysis and an implementation program to monitor, maintain, and/or improve channel capacity and promote sediment transport". Therefore Michael Baker will develop a Monitoring and Management Program (MMP) to meet these requirements.

Michael Baker will provide an initial survey for use in establishing a baseline condition when evaluating sediment deposition. Michael Baker will provide surveyed cross sections at each bridge or culvert from the existing spillway to the confluence of York Creek with the Napa River. Four cross sections will be taken at each bridge – at the upstream face, downstream face, and at the approximate expansion and contraction limits for each bridge so that the cross sections may be used in the future for hydraulic modeling. We will survey soffit elevations, abutment locations, and roadway elevations. Between each structure, cross sections will be taken at approximately 500 foot intervals. Figure 1 shows approximate locations of survey points to be taken with the initial survey.

Directly following completion of the restoration, Michael Baker will produce an as-built survey. This survey will be used to confirm that the project was built to design standards and will serve as baseline data for future monitoring. Michael Baker will compare this data to the design criteria and produce a brief report summarizing any implementation adjustments or discrepancies.

Within the MMP, Michael Baker will develop monitoring requirements consistent with the goals outlined in the EIR. We will recommend inspection of the channel at a defined interval, likely once per year for five years. More frequent inspections may be necessary if stability concerns have previously been noted, or there have been frequent/intense storm events. An inspection may be necessary immediately following a significant storm event (bankfull or higher) if the event occurs soon after completion of the project and, before bank vegetation has been established in accordance with the plans and specifications.

The MMP will require site inspections to monitor:

- **Vertical Instability** - Any indication of incision or headcutting should be noted and immediate corrective action recommended. As-built plans will provide the design and construction bankfull depth at riffles. This depth will be verified upon inspection and should not deviate from the post-construction depth by a factor greater than 1.3 or other approved metric. A subsequent longitudinal profile survey may not be required during routine stability monitoring, unless negative changes have been identified.

- **Lateral Instability** - Any observation of changes in meander geometry such as channel widening, channel migration, or lateral erosion should be noted with recommended corrective action. For most projects, it is preferred that the channel develops some degree of narrowing and adjustment through depositional processes during the first few years as vegetation becomes established.

- **Structural Integrity** - In-stream structures are specifically designed to reduce bank shear stresses, maintain a stable plan and profile, and provide habitat. Any indication of structure failure such as undermining of structures, erosion between structures and the bank, piping, etc. should be noted along with an immediate corrective action. It should also be noted if structure instability is considered insignificant and is not likely to result in further instability. Such areas should be monitored closely in subsequent monitoring years.

- **Vegetation Viability** – For many natural channel design projects, native buffer vegetation along the channel bank and riparian corridor is critical to the stability of the stream. Any indication that vegetation planting is not establishing in accordance with the approved plans and specifications should be noted and recommendations made for corrective action. This includes an overabundance of vegetation within the bankfull channel such as on riffles that may cause bank instability.

- **Sediment Deposition** – Based on review of the site, monitoring locations will be determined at and downstream of the proposed Project site in order to evaluate sediment deposition at hydraulic structures such as bridges or other areas of constricted flow. The MMP will determine the extent of acceptable aggradation before additional analyses or restoration efforts are necessary.

Any observed changes should be evaluated to determine if they represent a movement toward a more unstable condition (e.g., down-cutting or erosion, increased bank height ratio) or a movement toward increased stability (e.g., settling, vegetative changes, deposition along the banks, decrease in width/depth ratio). The types, severity, and causes of changes will be documented. Corrective actions will be defined and recommended with each inspection. The MMP will define actionable deficiencies and determine when mitigation measures are necessary. Potential mitigation measures include onsite corrective actions, or additional analyses such as hydraulic modeling or sediment transport modeling.



Figure 1, Survey Location Map

Recommended Corrective Action

Bed/Sediment	Bank	Structure	Vegetation
1. No Action.	1. No Action.	1. No Action.	1. No Action.
2. Modify design.	2. Repair matting and or reinstall live stakes.	2. Stabilize the structure with protective materials.	2. Replant bank and floodplain vegetation.
3. Remove debris or blockage	3. Grade banks to appropriate slope and reinstall matting and live stakes.	3. Reconstruct the unstable portion of structure.	3. Replant surrounding riparian buffer with trees/shrubs.
4. Protect the bed to prevent further degradation.	4. Stabilize banks with bioengineering.	4. Move the structure to proper placement.	4. Place protective barrier around the vegetation.
5. Stabilize local sediment source.	5. Adjust design.	5. Rebuild the structure.	5. Other
6. Other	6. Other.	6. Other	

Figure 1. Potential Corrective Actions

Civil Engineering Services for Upper York Creek Ecosystem
Restoration Project

Stream Restoration Monitoring Report

Site_____ Monitoring Year _____

Field Inspector: _____ Date _____

Problem Area Number_____ As-built Sheet Number _____

Station Number_____ Photo Number _____

Please choose from the guidance sheet on the reverse side for the following information.

Type of Failure: _____
_____

Severity: _____
_____

Cause of the Failure: _____
_____

Recommended Corrective Action: _____
_____

Additional comments about this problem area:

Figure 2. Sample Stream Restoration Monitoring Report

Permitting and Environmental Compliance

Task 17 Delineation of Jurisdictional Waters

Michael Baker will review previous jurisdictional delineations of waters of the United States (including wetlands) and waters of the State located within the boundaries of the project site. Findings of the review will be summarized in a report (for Agency approval) along with graphics that identify the boundaries of water within the project site that are:

1. Waters of the U.S;
2. Waters of the State; and/or
3. California Department of Fish and Wildlife (CDFW) jurisdiction under California Fish and Game Code 1600 et al.

Task 18 Preparation/Processing of Regulatory Agency Applications

Michael Baker will prepare a Joint Aquatic Resources Permit Application (JARPA) package for USACE, Regional Water Quality Control Board, and CDFW approval. This task includes one round of internal revisions. The deliverable for this task includes a draft (one copy of each application) and final (one copy of each application) to the City for file. One copy of each application will also be formally submitted in a three-ring binder to the regulatory agencies.

In addition, Michael Baker will prepare two Biological Assessments. One Biological Assessment will evaluate effects of the project on California red-legged frog and will be used to facilitate the ESA Section 7 consultation with the USFWS. The other Biological Assessment will evaluate effects of the project on steelhead-central California coastal ESU and will be used to facilitate the ESA Section 7 consultation with the NOAA Fisheries. Other species may be added to the Biological Assessments at the USACE's recommendation.

Michael Baker shall provide regulatory services for the processing of the regulatory applications through the USACE, Regional Board, CDFW, USFWS, and NOAA Fisheries. The processing shall include required correspondence or telephone calls with the reviewing staff related to the permit or points of clarification and coordination, if necessary. This task excludes Endangered Species Act Section 7 consultation with the USFWS.

As appropriate, Michael Baker will prepare applications for a County grading permit and National Pollution Discharge Elimination System construction permit.

Task 19 Environmental Compliance and EIR Addendum

As design is refined, Michael Baker will continually validate that design standards are within the analyses of the EIR for the Upper York Creek Ecosystem Restoration Project (State Clearinghouse No. 2006092096). Michael Baker will inform the City's engineer of any instance where variation may result in consequent CEQA actions. Michael Baker will prepare an EIR Addendum at final design if necessary, to provide environmental clearance necessary for design changes.

Project Management and Coordination

Task 1 Project Management and Coordination

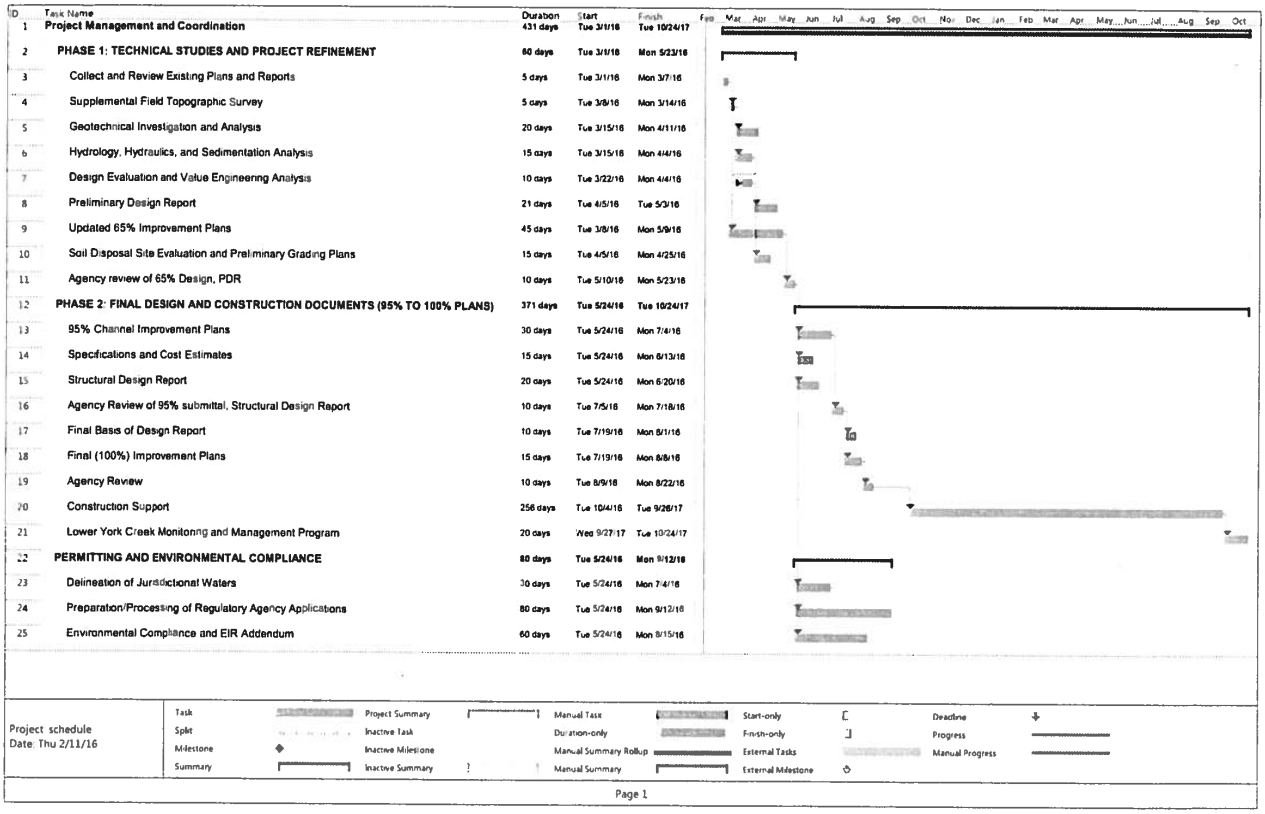
Michael Baker will manage project duties for the full project in order to ensure a cost-efficient, quality process. As the prime contractor, our staff will provide a suite of disciplines to effectively coordinate and communicate leading to design approval. This task includes overall project management, project schedule and maintenance, liaison with affected agencies, meeting leadership, progress monitoring, and maintenance of project files. Michael Baker will supervise, coordinate, monitor, and review design for conformance with agency standards, policies, and procedures.

As a part of this task, Michael Baker shall coordinate and attend project meetings with the City, other agency stakeholders, and the landowners as necessary for the successful completion and approval of the project. For the purposes of this scope and fee, four meetings with the City and stakeholder are budgeted.

Deliverables: *Meeting attendance, agendas, and minutes; project schedules*

Project Schedule

The project schedule can be found on the following page.

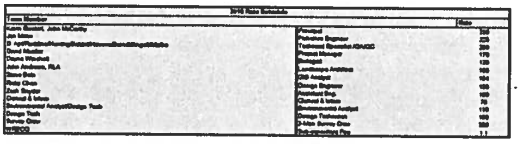


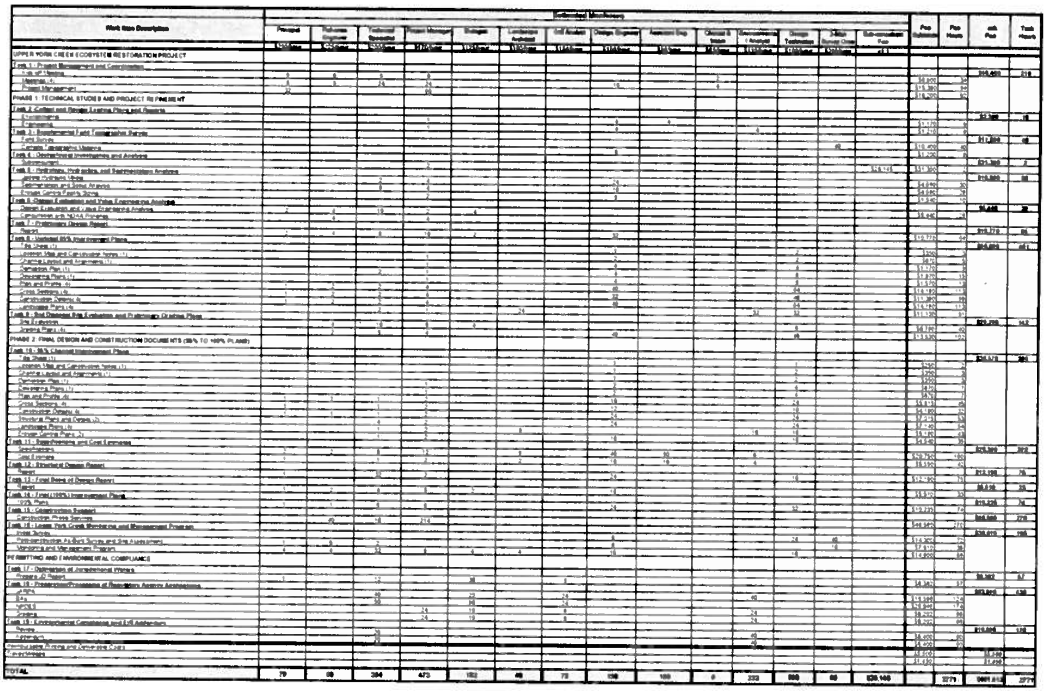
ID	Task Name	Duration	Start	Finish
1	**Project Management and Coordination**	431 days	Tue 3/1/16	Tue 10/24/17
2	**PHASE 1: TECHNICAL STUDIES AND PROJECT REFINEMENT**	60 days	Tue 3/1/16	Mon 5/23/16
3	Collect and Review Existing Plans and Reports	5 days	Tue 3/1/16	Mon 3/7/16
4	Supplemental Field Topographic Survey	5 days	Tue 3/8/16	Mon 3/14/16
5	Geotechnical Investigation and Analysis	20 days	Tue 3/15/16	Mon 4/11/16
6	Hydrology, Hydraulics, and Sedimentation Analysis	15 days	Tue 3/15/16	Mon 4/4/16
7	Design Evaluation and Value Engineering Analysis	10 days	Tue 3/22/16	Mon 4/4/16
8	Preliminary Design Report	21 days	Tue 4/5/16	Tue 5/3/16
9	Updated 65% Improvement Plans	45 days	Tue 3/8/16	Mon 5/9/16
10	Soil Disposal Site Evaluation and Preliminary Grading Plans	15 days	Tue 4/5/16	Mon 4/25/16
11	Agency review of 65% Design, PDR	10 days	Tue 5/10/16	Mon 5/23/16
12	**PHASE 2: FINAL DESIGN AND CONSTRUCTION DOCUMENTS (95% TO 100% PLANS)**	371 days	Tue 5/24/16	Tue 10/24/17
13	95% Channel Improvement Plans	30 days	Tue 5/24/16	Mon 7/4/16
14	Specifications and Cost Estimates	15 days	Tue 5/24/16	Mon 6/13/16
15	Structural Design Report	20 days	Tue 5/24/16	Mon 6/20/16
16	Agency Review of 95% submittal, Structural Design Report	10 days	Tue 7/5/16	Mon 7/18/16
17	Final Basis of Design Report	10 days	Tue 7/19/16	Mon 8/1/16
18	Final (100%) Improvement Plans	15 days	Tue 7/19/16	Mon 8/8/16
19	Agency Review	10 days	Tue 8/9/16	Mon 8/22/16
20	Construction Support	256 days	Tue 10/4/16	Tue 9/26/17
21	Lower York Creek Monitoring and Management Program	20 days	Wed 9/27/17	Tue 10/24/17
22	**PERMITTING AND ENVIRONMENTAL COMPLIANCE**	80 days	Tue 5/24/16	Mon 9/12/16
23	Delineation of Jurisdictional Waters	30 days	Tue 5/24/16	Mon 7/4/16
24	Preparation/Processing of Regulatory Agency Applications	80 days	Tue 5/24/16	Mon 9/12/16
25	Environmental Compliance and EIR Addendum	60 days	Tue 5/24/16	Mon 8/15/16

EXHIBIT B, "COMPENSATION"

Professional Fees Estimation







Attachment 2

CITY OF ST. HELENA

RESOLUTION NO. 2017-

Resolution Authorizing an Amendment to the Scope of Work and an Increased Not to Exceed Cost of $606,370.80 for Michael Baker International for the Upper York Creek Dam Removal Project, W-26

RECITALS

A. The City of St. Helena previously entered into a Professional Services Agreement with Michael Baker International in an amount not to exceed $461,813 for design and engineering services for the Upper York Creek Dam Removal Project; and

B. Following the recommendations of regulatory agencies to alter the project elements, additional work scope is needed for hydrology, hydraulics, and sediment flow among other project tasks; and

C. The City's Cultural Resources Report for the project will expire this summer, requiring an updated report for the Army Corps of Engineers; and

D. The City has committed to the removal of the Upper York Creek Dam via Resolution 2017-50; and

E. The cost of the additional work, which Michael Baker International has the necessary expertise, experience and qualifications to complete the revised tasks, is $144,557.80.

RESOLUTION

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

1. Approves the contract increase for Michael Baker International for the Upper York Creek Dam Removal Project, for a not to exceed amount of $606,370.80.

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017, by the following vote:

Mayor Galbraith:

Vice Mayor White:

Councilmember Koberstein:

Councilmember Dohring:

Councilmember Ellsworth:

APPROVED:

_____
Alan Galbraith, Mayor

ATTEST:

_____
Cindy Black, City Clerk

Michael Baker INTERNATIONAL

We Make a Difference

April 25, 2017 JN 153371

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

Subject: Upper York Creek Ecosystem Restoration Project Additional Scope and Fee

Dear Erica:

During a Project meeting with various regulatory agencies at the City of St. Helena on March 23, 2017, National Marine Fisheries Service (NMFS) staff suggested a change to the Upper York Creek Restoration Project to a natural dam removal concept, allowing for sediment to mobilize naturally over time rather than excavating a portion of the sediment and providing for stream restoration. Subsequent discussions with NMFS and the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) were held on April 5th and April 20th, 2017 discussing the impacts to permit applications, CEQA, and plans based on this proposed change. Per discussions via phone conversation and email on April 17th and April 20th, 2017, NMFS recommended Michael Baker contact Yantao Cui with Stillwater Sciences to develop a sediment transport model to evaluate the effects of the Project on native fish populations and to determine the data requirements to develop the model.

Based on these discussions, Michael Baker International (MBI) has developed this request describing additional scope of work and fees. A description of the additional services within each Task in the original scope of work is as follows:

Task 1 Project Management and Coordination
Per recommendation by RWQCB Staff at the conference call meeting on April 5, 2017, a monthly meeting with regulatory agencies was suggested. Michael Baker will provide a conference call number, meeting agendas, and meeting notes for each monthly meeting. It is assumed eight (8) project meetings will be required. The additional fee for these services is $17,200.

Task 4 Geotechnical Investigation and Analysis
On April 18th, 2017 MBI discussed data requirements for York Creek for the sediment transport model described under Task 5 below. Per this discussion, MBI will install gravel buckets within York Creek to determine the ambient concentration of fine sediments within York Creek, and three soil sampling locations will be required with samples taken every few feet of depth. MBI contacted the geotechnical subconsultant WRECO to provide data collection for the three sampling locations and sieve analysis for the sediment samples and gravel buckets. This proposal is attached. The additional fees for these services is $11,610.

Task 5 Hydrology, Hydraulics, and Sedimentation Analysis
Per discussion with Yantao Cui (Stillwater) on April 20th, 2017, Stillwater Sciences prepared prepare a scope of work to evaluate the potential impact to fisheries resources due to suspended sediment concentration in York Creek for a scenario that would leave the majority of the reservoir deposit in place for natural transport. This proposal is attached.

MBAKERINTL.COM

2729 Prospect Park Drive, Suite 220 | Rancho Cordova, CA 95670
Office: 916.928.1113 | Fax: 916.361.1574

Per discussion with NMFS on April 20, 2017, additional analysis of flood hazards for the lower reaches of York Creek due to the proposed project will be required, due to the potential for increased coarse sediment in the lower reaches of York Creek. MBI will provide an existing and proposed conditions HEC-RAS analysis based on an updated survey of York Creek from the Project site to Napa River, and based on the results of the sediment transport analysis as determined By Stillwater. MBI will prepare a technical memo with results of the analysis and proposed mitigation measures. The additional fees for these services is $17,600.

Task 7 Preliminary Design Report
MBI will provide additional services to evaluate the sediment capacity of York Creek from downstream of the Project site to Approximately 1.5 miles downstream of the Project Site. MBI will also provide additional services to design sediment traps using natural wood structures, per discussions with NMFS. The additional fees for these services is $5,080.

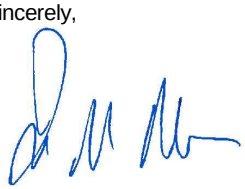
Task 18 Preparation/Processing of Regulatory Agency Applications
On February 27, 2017 MBI provided an additional scope request to prepare required documentation to facilitate processing of permit applications. After reviewing all of the previous reports, the Corps concurred with our approach to prepare a cultural resources identification report (Task 1), Finding of Adverse Effect document (Task 2) and Memorandum of Agreement (Task 3) recommending Historic American Engineering Record (HAER) heritage documentation (Optional Task 1). Tasks 1-3 need to be prepared to complete the 404/1 permit, these tasks total $41,450.

Scope Reductions/Cost to Complete
Based on discussions with NMFS and RWQCB, Michael Baker has identified several areas within our current scope of work where the scope and fee may be reduced. For Tasks 10, 11, 14, and 15, the scope may be reduced because the restoration efforts will be reduced from a full restoration to a stable, low flow channel. Table 1 presents a summary of additional costs and scope reductions for the Project.

Summary
Based on the Additional Services determined for tasks 1, 4, 5, 7, and 18; and scope and fee reductions for Tasks 10, 11, 14, and 15, the total additional fees required for the Project are $144,587 as presented in Table 1.

If you have any questions or if you need additional information, please contact me directly at (916) 231-3355, or via david.mueller@mbakerintl.com.

Sincerely,



David Mueller
Project Manager

Table 1, Scope and Fee Impacts

Task	Name	Scope Impact	Percent Complete	Amount Budgeted	Spent	Budget Remaining	Cost to complete (current scope)	Cost to complete (additional services, see below)	Total cost to complete
1	Task 1 - Project Management and Coordination	Additional Scope	49%	$ 40,460	$ 19,868.25	$ 20,591.75	$ 20,591.75	$ 17,200.00	$ 37,791.75
2	Task 2 -Collect and Review Existing Plans and Reports	No impact	100%	$ 2,380	$ 1,817.50	$ 562.50	$ -	$ -	$ -
3	Task 3 - Supplemental Field Topographic Survey	No impact	100%	$ 11,600	$ 11,630.00	$ (30.00)	$ -	$ -	$ -
4	Task 4 - Geotechnical Investigation and Analysis	Additional Scope	96%	$ 31,300	$ 29,948.47	$ 1,351.53	$ 1,351.53	$ 11,610.50	$ 12,962.03
5	Task 5 - Hydrology, Hydraulics, and Sedimentation Analysis	Additional Scope	80%	$ 10,900	$ 14,465.00	$ (3,565.00)	$ -	$ 126,258.30	$ 126,258.30
6	Task 6 -Design Evaluation and Value Engineering Analysis	No impact	100%	$ 5,440	$ 3,060.00	$ 2,380.00	$ -	$ -	$ -
7	Task 7 - Preliminary Design Report	Additional Scope	50%	$ 10,770	$ 5,015.00	$ 5,755.00	$ 5,755.00	$ 5,080.00	$ 10,835.00
8	Task 8 - Updated 65% Improvement Plans	No impact	100%	$ 56,600	$ 57,092.50	$ (492.50)	$ -	$ -	$ -
9	Task 9 - Soil Disposal Site Evaluation and Preliminary Grading Plans	No impact	34%	$ 20,290	$ 6,900.00	$ 13,390.00	$ 13,390.00	$ -	$ 13,390.00
10	Task 10 - 95% Channel Improvement Plans	Scope Reduced	0%	$ 36,570	$ 510.00	$ 36,060.00	$ 23,850.00	$ -	$ 23,850.00
11	Task 11 - Specifications and Cost Estimates	Scope Reduced	10%	$ 26,300	$ 3,400.00	$ 22,900.00	$ 13,150.00	$ -	$ 13,150.00
12	Task 12 - Structural Design Report	No impact	0%	$ 12,190	$ -	$ 12,190.00	$ 12,190.00	$ -	$ 12,190.00
13	Task 13 - Final Basis of Design Report	No impact	0%	$ 5,510	$ -	$ 5,510.00	$ 5,510.00	$ -	$ 5,510.00
14	Task 14 - Final (100%) Improvement Plans	Scope Reduced	0%	$ 10,235	$ -	$ 10,235.00	$ 7,200.00	$ -	$ 7,200.00
15	Task 15 - Construction Support	Scope Reduced	0%	$ 48,580	$ -	$ 48,580.00	$ 25,840.00	$ -	$ 25,840.00
16	Task 16 - Lower York Creek Monitoring and Management Program	No impact	16%	$ 36,610	$ 5,780.00	$ 30,830.00	$ 30,830.00	$ -	$ 30,830.00
17	Task 17 - Delineation of Jurisdictional Waters	No impact	90%	$ 8,382	$ 9,833.25	$ (1,451.25)	$ -	$ -	$ -
18	Task 18 - Preparation/Processing of Regulatory Agency Applications	Additional Scope	44%	$ 63,946	$ 27,977.50	$ 35,968.50	$ 28,000.00	$ 41,450.00	$ 69,450.00
19	Task 19 - Environmental Compliance and EIR Addendum	No impact	10%	$ 16,800	$ 7,866.25	$ 8,933.75	$ 5,000.00	$ -	$ 5,000.00
					TOTAL	$249,699.28	$192,658.28	$201,598.80	$394,257.08
									Additional Budget Required
									$144,557.80

Additional Costs	Description	Sub	Sub cost	Markup	SubTotal	MBI Costs	Total Costs
Task 1	Additional Meetings (Assume 8)					$ 17,200.00	$ 17,200.00
Task 4	Sediment Sampling and Analysis	WRECO	7355	0.1	8090.5	$ 3,520.00	$ 11,610.50
Task 5	Analysis of Potential Impacts to Fisheries Resources upon York Creek Dam Breaching	Stillwater Sciences	96093	0.1	105702.3	$ 2,960.00	$ 108,662.30
	Flood Hazard Modeling and Mapping					$ 17,596.00	$ 17,596.00
Task 7	Design of Sediment Traps					$ 5,080.00	$ 5,080.00
Task 18	Cultural Resources					$ 41,450.00	$ 41,450.00

Stillwater Sciences

2855 Telegraph Ave, Suite 400, Berkeley, CA 94705
phone 510.848.8098 fax 510.848.8398

SCOPE OF WORK (draft)

Analysis of Potential Impacts to Fisheries Resources upon York Creek Dam Breaching

DATE:	Saturday, May 13, 2017
TO:	Michael Baker International
FROM:	Stillwater Sciences

1 BACKGROUND

Michael Baker International is supporting the City of St. Helena in developing alternatives for the removal of York Creek Dam. In April 2017, Stillwater Sciences was approached by Mr. David Mueller of Michael Baker International to prepare a scope of work to evaluate the potential impact to fisheries resources due to the increased suspended sediment concentration in York Creek upon dam breaching for a scenario that would leave the majority of the reservoir deposit in place for natural transport. We provide below a brief description of our proposed approach, the tasks involved for the analysis, estimated budget, proposed deliverables, project schedule, as well as assumptions we used to reach the budget and project schedule.

2 PROPOSED APPROACH

Our proposed approach will entail numerical sediment transport modeling, followed by an analysis of the impact of predicted suspended sediment concentrations on key fish species by life history stage. Numerical models to simulate the potential suspended sediment concentration following the breaching of the dam will be carried out using the DREAM-2 model (Cui et al. 2006a,b) that would simulate the sediment transport dynamics for both the coarse (gravel and coarser) and fine (sand and finer) sediments. If, however, the reservoir deposit is composed primarily of fine sediment, a DREAM-1 model will also be set up for the simulation of suspended sediment concentration during and after dam removal. Details of DREAM-1 and DREAM-2 models and sensitivity tests to the models can be found in Cui et al. (2006a,b). Whether DREAM-1 model will be needed in addition to DREAM-2 model simulation will be determined following a field inspection of the project area, and upon receipt of grain size distribution data of the reservoir deposit. Following sediment transport modeling, the predicted suspended sediment concentrations during different times of the year will be used to evaluate the potential impacts to key fish species at various life history stages based on the methods described in Newcomb and Jansen (1996). We have successfully used similar approaches to evaluate the impact of dam removal on fisheries resources elsewhere (e.g., Marmot Dam removal on the Sandy River, Oregon, the proposed removal of the for upper Klamath River dams in California and Oregon), and the proposed removal of Matilija Dam in Matilija Creek, California (Appendix A).

3 TASKS

Task 1. Information Review and Data Collection

Stillwater will review existing information relevant to the study and conduct a one-day field survey to support sediment transport modeling and fisheries impact evaluation. The field survey will allow us to identify and map some of the key geomorphic features within the reach downstream of the dam that are needed for modeling, such as bedrock outcrops, and evaluate and map existing habitat conditions that are necessary for fisheries impact analyses.

Task 2. Hydrologic Analysis

Stillwater will review the discharge record collected by the Napa County Resource Conservation District (NCRCD) at Highway 29, and if necessary, will expand the record to a longer duration in reference to daily discharge records from a gaged, neighboring watershed. The goal of the hydrologic analysis is to select three typical water years: a dry year, an average year, and a wet year. The recorded or generated daily discharge record from the selected three typical years will be used as input for the sediment transport model (Task 3) and fisheries impact analysis (Task 4).

Task 3. Sediment Transport Modeling

One or both of the DREAM models (DREAM-2, and potentially DREAM-2 and DREAM-1) (Cui et al. 2006) will be used to simulate sediment transport dynamics following dam notching under three typical hydrologic years selected in Task 2. The two models have identical core components, but with different sediment transport formulae that are suitable for different types of reservoir sediment deposits. DREAM-2 simulates the transport of both coarse and fine sediment transport dynamics, but DREAM-1 provides more reliable simulation of fine sediment transport and suspended sediment concentration in case the reservoir deposit is primarily fine sediment.

A list of previous projects that applied DREAM models or their sister models (i.e., models with identical core components, except for the sediment transport equations used for calculating sediment transport capacity) can be found in Appendix A.

The extent of the reach to be modeled is assumed to include the reservoir and extend all the way down to Napa River confluence.

Task 4. Fisheries Impact Evaluation

Stillwater will evaluate and summarize potential effects to Central California Coast (CCC) steelhead and their habitats, as a result of suspended sediment released in association with the removal of York Creek Dam.

Stillwater Sciences will evaluate the effect of increases in suspended load and bedload associated with dam removal that would result in sediment being transported past York Creek Dam on all steelhead life stages. This will include effects on juvenile and adult migration; spawning substrate, redds, and alevins; and rearing substrate and habitat. The effect of increased sediment transport on the overall steelhead population will also be evaluated, to the extent possible based on available data.

The analysis will focus on the response of steelhead and their habitat to increases in sediment in Lower York Creek downstream of Upper York Creek Dam. The quality and extent of spawning and rearing habitat will also be influenced by increased sediment deposition, with effects that vary with distance from the dam, as well as reach-specific channel gradient, confinement, etc.

Based on the steelhead population data available from the National Marine Fisheries Service' steelhead recovery plan, steelhead analysis from the City of St. Helena, California Fish and Wildlife habitat and fish surveys, and other readily available sources, the effects analysis will consider the proportion of the steelhead cohort (of each life stage) predicted to be in the response reaches during suspended sediment events during and following dam removal, considering both spatial distribution (proportion of the life stage expected to be in the creek compared to the Napa River, and proximity to York Creek Dam) and life-history timing (proportion of the population expected to be present during the period of effect). In our analysis of increased sediment transport in other rivers (e.g., Sandy, Klamath, and Matilija rivers), we found that describing which life stages of steelhead will occur in the response reach during key periods of expected increases in sediment is critical to understanding, and not exaggerating potential effects.

For the proportion of each life stage anticipated to be exposed to increased sediment, the predictions of the order of magnitude changes in Total Suspended Sediment (TSS) relative to an unimpaired condition from the sediment transport analysis (Task 3), will be integrated with an evaluation of the impacts of varying TSS concentrations and durations on each steelhead life stage. As we did in the Klamath Dam Removal EIR and the Matilija Dam analysis, this evaluation will rely on the synthesis of the effects of high TSS on salmonids by Newcombe and Jensen (1996) (since York Creek-specific thresholds are not available) (Table 1). An example of the analysis for the Klmath River dam removal is provided in Figure 1. This method will be used to estimate the relative magnitude of severity of ill effects on specific life stages (juvenile and adult migration, spawning and rearing, and alevins) of steelhead within the response reach. Dam removal will be assessed based on the season of sediment release, along with the severity, frequency, and persistence of the effects.

Using this analytical approach, we will estimate the proportion of juvenile steelhead that are expected to rear within the affected reach, and thus will suffer some level of direct mortality, or sublethal effects, and the proportion in the mainstem Napa River, which we assume would avoid effects entirely. The same analysis will be conducted for each life stage, and for each scenario. The population level consequences of each scenario will then be assessed, based on the loss of the estimated proportion of redds, alevins, juveniles, and adults from each cohort anticipated to be present during each year of potential increased sediment.

In addition to assessing the potential effects of suspended sediment on steelhead, we will also assess the effects of increased sediment transport on habitat for steelhead, including juvenile rearing habitat and spawning habitat. Results of sediment transport analysis (Task 3) will be used to predict the effect of each alternative (and scenarios of each alternative) on the channel profilewithin the response reach and over time. These results will be used to assess the degree to which sediment deposition reduces pool volume, increases available spawning habitat, and increases floodplain habitat access from increased bed elevation. Predictions of bedload substrate size composition (Task 3) will also be assessed to predict how changes in substrate facies affect spawning habitat. The predicted effects on steelhead habitat will be compared with the spatial distribution of steelhead spawning and rearing in the watershed to evaluate the likely population level effects of the various alternatives.

Table 1. Severity of effects from suspended sediment, Newcombe and Jensen (1996)

Severity	Category of effect	Description
0	Nill effect	•No behavioral effects
1	Behavioral effects	•Alarm reaction
2		•Abandonment of cover
3		•Avoidance response
4	Sublethal effects	•Short-term reduction in feeding rates •Short-term reduction in feeding success
5		Minor physiological stress: •Increase in rate of coughing •Increased respiration rate
6		•Moderate physiological stress
7		•Moderate habitat degradation •Impaired homing
8		Indications of major physiological stress: •Long term reduction in feeding rate •Long term reduction in feeding success •Poor condition
9	Lethal effects	Reduced growth rate: •Delayed hatching •Reduced fish density
10		•0–20% mortality •Increased predation of effected fish
11		•>20–40% mortality
12		•>40–60% mortality
13		•>60–80% mortality
14		•>80–100% mortality

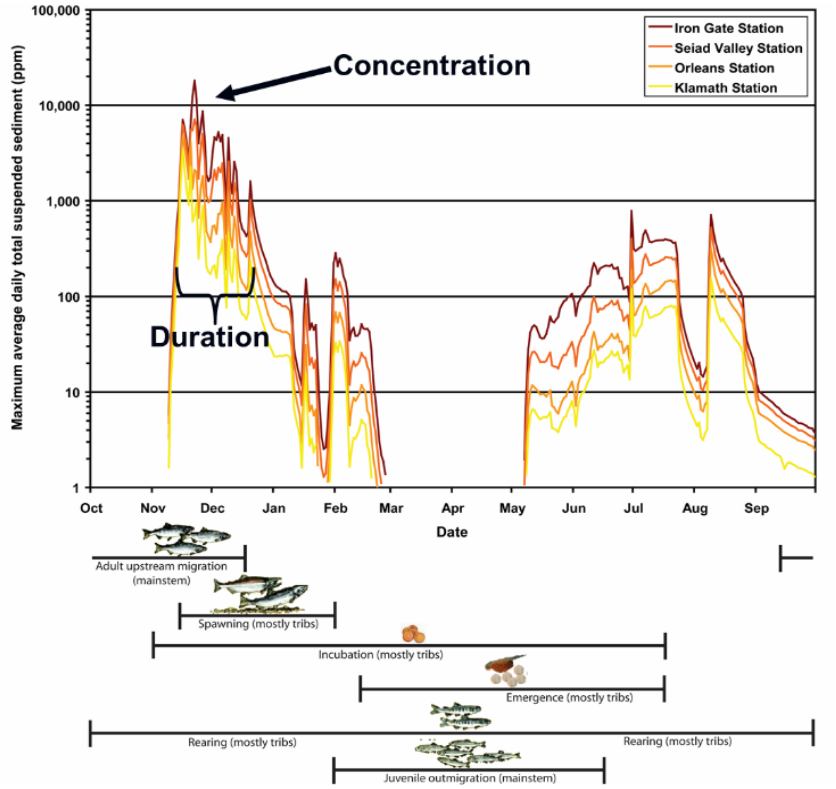


Figure 1. An example of evaluation of suspended sediment impacts in Klamath River

Task 5. Preparation of Technical Memorandum

A draft technical memorandum summarizing the existing information review, site visit, hydrologic analysis, sediment transport modelling results, and impacts to fisheries will be prepared for review by Michael Baker International. One set of track-changed comments will be addressed and a final technical memorandum will be submitted. .

Task 6. Project Management and Coordination

This task covers the coordination with Michael Baker International and other relevant parties as well as other general project management needs. Stillwater will attend up to one in-person meeting with stakeholders and coordinate as needed via phone conference under this task.

4 DELIVERABLES, SCHEDULE, AND BUDGET

4.1 Estimated Budget

Our estimated budget under the assumptions discussed below (Section 4.3) is provided in Table 2 below.

Table 2. Budget for Tasks 1-6 and expenses.

BUDGET	Task 1 2017	Task 2 2017	Task 3 2017	Task 4 2017	Task 5 2017	Task 6 2017	Total
TOTAL COST	$7,428	$4,511	$41,479	$29,787	$11,130	$2,119	$95,323
TOTAL EXPENSES:	$770						$770
PROJECT COST:	$8,198	$4,511	$41,479	$29,787	$11,130	$2,119	$96,093

4.2 Deliverables, Schedule

The deliverables include

- A draft technical memorandum for review, delivered on or before Monday, July 31, 2017;
- A finalized technical memorandum, detailing the findings of the study, delivered within two weeks upon receipt of all review comments; and

4.3 Assumptions

We have made the following assumptions in order to meet the above budget and schedule:

a. A contract or instruction to start to work is received on or before April 26, 2017;
b. Michael Baker International finishes sample collection and analysis of the reservoir deposit, and provides us with the results no later than the first week of May.
c. We have received the existing HEC-RAS model, which we will review. We have assumed that the cross-sections in the HEC-RAS model covers the reach that we intend to set up the sediment transport model.
d. Dr. Yantao Cui and Mr. Ethan Bell will attend one meeting as described in Task 6 in St. Helena or a nearby location to discuss or present the findings of the study.

5 REFERENCES CITED

Cui, Y., Parker, G., Braudrick, C., Dietrich, W.E., and Cluer, B. 2006a. Dam Removal Express Assessment Models (DREAM). Part 1: Model development and validation. Journal of Hydraulic Research, 44(3), 291-307.

Cui, Y., Braudrick, C., Dietrich, W.E., Cluer, B., and Parker, G. 2006b. Dam Removal Express Assessment Models (DREAM). Part 2: Sensitivity tests/sample runs. Journal of Hydraulic Research, 44(3), 308-323.

Newcombe, C. P., and J. O. T. Jensen. 1996. Channel suspended sediment and fisheries: a synthesis for quantitative assessment of risk and impact. North American Journal of Fisheries Management 16: 693-727.

APPENDIX A: LIST OF PREVIOUS PROJECTS WHERE SIMILAR SEDIMENT TRANSPORT MODELING AND/OR FISHERIES IMPACT ANALYSIS WERE CONDUCTED

Below we provide a list of previous application of DREAM models (including variations that used the core of the DREAM models) and associated fisheries impact analyses.

Project	Location	Sediment transport modeling	Fisheries Impact Analysis	Amount of Sediment in Question
Marmot Dam Removal	Oregon	Yes	Yes	1 million CY
Soda Springs Dam Removal	Oregon	Yes	Yes	1 million CY
OTML Mining Disposal	Papua New Guinea	Yes	No	2 billion tonnes
Matilija Dam Removal	California	Yes	Yes	7 million CY
Simkins Dam Removal	Maryland	Yes	No	< 0.1 million CY
Bloede Dam Removal	Maryland	Yes	No	~ 0.25 million CY
Saeltzer Dam Removal	California	Yes	No	Small
Harvey Diversion Structure	California	Yes	No	Small
Freeman Dam Modification	California	Yes	No	Small
Englebright Dam Modification	California	Yes	No	26 million tonnes
Daguerre Dam Removal	California	Yes	No	2.4-4.6 million CY
Dam Removal on the Klamath River	California and Oregon	Yes	Yes	> 10 million CY
Alameda Creek Fish Barrier Removal	California	Yes	No	Small
Alameda Creek Diversion Dam Modification	California	Yes	No	Small

APPENDIX B: KEY PERSONNEL AND RESUMES

Key personal for this study include Dr. Yantao Cui and Mr. Ethan Bell.

Dr. Cui specializes in hydraulic and hydrologic analyses, sediment transport modeling, and geomorphic assessment. Over the years, Yantao has worked on some of the world's largest river projects, including research on the construction of the Three Gorges Dam in China (the largest dam in the world); sediment transport modeling and sediment related assessments in Ok Tedi and Fly River system, Papua New Guinea (one of the largest human-induced sediment release to rivers); and sediment transport modeling and geomorphic assessment upon the removal of Marmot Dam, Sandy River, Oregon (the largest sediment release caused by dam removal at the time the dam was removed). Dr. Cui is the author and coauthor of approximately 30 peer-reviewed journal articles and book chapters, and is the author of several sediment transport models, including those published in peer-reviewed journals (i.e., DREAM-1, DREAM-2 and TUGS). Dr. Cui will serve as Stillwater project manager for this project.

Mr. Bell has nearly 20 years of experience conducting steelhead fisheries research and projects in California and is Stillwater's Central Coast Region Lead, based out of the Morro Bay office. He has provided technical expertise on a wide variety of interdisciplinary projects, including instream flow analysis, endangered species consultation, large-scale watershed assessments, fish passage analysis, and restoration design. Mr. Bell is also instrumental in coordinating and managing field studies, analyzing collected field data, as well as researching and writing reports and proposals. Expertise with field techniques includes electrofishing, PIT tagging, PIT tag antenna monitoring, rotary screw trap monitoring, snorkel diving, and beach seining.
Brief resumes for Dr. Cui and Mr. Bell are provided below.

WRECO

1243 Alpine Road, Suite 108
Walnut Creek, CA 94596
Phone: 925.941.0017
Fax: 925.941.0018
www.wreco.com

April 18, 2017

David Mueller
Michael Baker International
2729 Prospect Park Dr., Suite 220
Rancho Cordova, CA 95670

Project: Upper York Creek Ecosystem Restoration

Subject: Request for Additional Budget for Limited Sediment Study

Dear Mr. Mueller,

WRECO is submitting an additional budget request for the above referenced project. This request is to perform a limited sediment study of the channel bedload upstream of the existing dam.

WRECO Detailed Scope of Work
The limited sediment study will include three hand auger or hand-excavated pits to collect bulk samples of bedload materials and retrieval of up to 10 gravel sedimentation monitoring beds and laboratory testing. The three hand augers and/or hand-excavated pits will be on the order of 5 ft depth or to refusal at locations indicated by Michael Baker International. The 10 gravel sedimentation monitoring beds are understood to be placed by Michael Baker International, and WRECO will only retrieve the beds after the monitoring period. Laboratory testing will include gradation and plasticity index testing on the sediment samples, and ten limited gradations to determine by weight the amount of sediment in the gravel bed samples. Recommendations are not part of this scope of service.

The results of study will be summarized in a memo and will include the following:

- *A Project summary and description of the geotechnical work performed.*
- *A summary of the identified soil and rock conditions observed at the Project site, summary of the laboratory testing results, and Test Boring Logs.*

Attached, please find our work-hour and fee estimate (time and material and not to exceed).

Please call David Kitzmann, our Project Manager, at (916) 757-6150 or me at (925) 941-0017 extension 201 if you have any questions.

Sincerely,
WRECO

Han-Bin Liang, Ph.D., P.E.
President

WRECO
1243 Alpine Road, Suite 108
Walnut Creek, CA 94596

Upper York Creek Ecosystem Restoration Project, CIP W-26

City of St. Helena

Additional Work For Sediment Study

Work-Hour and Fee Estimate for WRECO Tasks
Prepared by WRECO

April 18, 2017

Man-Hours

Task	Task Description	Senior Geologist	Staff Geologist	Clerical/ Tech Editor
1	Field Investigation and Laboratory Testing	2	20	
2	Sediment Study Summary Memo	6	6	2
	Subtotal	8	26	2

Fee

Direct Cost

	Hours	Hourly Rate	Fee
Senior Geologist	8	$ 160.00	$ 1,280.00
Staff Geologist	26	$ 75.00	$ 1,950.00
Clerical/Tech Editor	2	$ 80.00	$ 160.00
Subtotal Direct Labor	36		$ 3,390.00

Expenses

Travel & Per Diem	$	175.00
Office Misc. & Reproductions	$	60.00
Laboratory Testing	$	3,730.00
Subtotal	$	3,965.00

Total Cost	**$**	**7,355.00**

Michael Baker will conduct cultural resources studies that are needed for the Applicant and the Army Corps of Engineers to address requirements of Section 106 of the National Historic Preservation Act, NEPA, and CEQA. Per email correspondence with the Army Corps in November 2016, the three tasks and one optional task presented below will complete cultural resources technical studies and mitigation measures for the project.

This scope assumes that the Tasks 1-3 will be produced concurrently and the Area of Potential Effects (APE) contains one cultural resource known as Upper York Creek Dam (aka Saint Helena Upper Reservoir, or Upper Dam) that is eligible for listing in the National Register of Historic Places.

TASK 1 – CULTURAL RESOURCES IDENTIFICATION REPORT

Michael Baker will conduct the following tasks to identify cultural resources in the project's study area. A records search at the Northwest Information Center (NWIC) and field survey have already been completed by Michael Baker staff.

Research and Field Investigation

- A review of cultural resource inventories will be completed to identify cultural resources that may be listed within or adjacent to the study area. If available, appropriate City and County listings will be reviewed.
- Background research and a literature review, consisting of a review of archaeological, ethnographic, historical, and environmental publications and maps at historical archives, will also be performed. The background research will identify previously recorded or otherwise known cultural resources in or adjacent to the APE.
- Assist the Army Corps with meeting Native American consultation requirements pursuant to Section 106 of the National Historic Preservation Act. Michael Baker will contact the Native American Heritage Commission in Sacramento for a review of the Sacred Lands File to determine if the APE contains any known sacred lands, and a list of Native American contacts who may have concerns about the project within the APE. On behalf of the Army Corps, invitations to begin Section 106 consultation letters will be sent to Native American contacts and follow-up calls will be made. If meetings or additional consultations are required, a budget augment will be prepared.
- Contact the St. Helena Historical Society for any information or concerns they may have about the project within the APE.

Documentation

- Prepare a study area map per Army Corps standards. The study area map is prepared ahead of the APE map and is utilized as an in-progress APE map.
- Prepare a Cultural Resources Identification Report.
- Prepare an APE map per Army Corps standards.

Assumptions

This scope assumes that there are no built environment or archaeological resources within the APE that require evaluation for inclusion in either the California Register of Historical Resources or National Register of Historic Places.

If the Cultural Resources Identification report is not submitted to the Army Corps before 10/10/2017, a new NWIC records search will be required.

Schedule

Task	Timeline to complete from NTP
Identification Report prepared for Army Corps review (Submitted concurrently with MOA and FOAE)	8 weeks
Army Corps Review	12 weeks
Michael Baker Response to Comments and preparation for final submittal	16 weeks

Cost

$12,700

TASK 2 – CULTURAL RESOURCES FINDING OF ADVERSE EFFECT

Michael Baker will conduct the following tasks to analyze effects to the Upper York Creek Dam within the APE.

Analysis

- Apply the criteria of adverse effect to all alternatives that were considered but rejected in the environmental document.
- Provide mitigation measures, which are expanded upon in the Memorandum of Agreement.

Documentation

- Prepare a Finding of Adverse Effect (FOAE) document per Army Corps standards.

Schedule

Task	Timeline to complete from NTP
FOAE prepared for Army Corps review (Submitted concurrently with Identification Report and MOA)	8 weeks
Army Corps Review	12 weeks
Michael Baker Response to Comments and preparation for final submittal	16 weeks

Cost

$14,350

TASK 3 – MEMORANDUM OF AGREEMENT

Michael Baker will conduct the following tasks to prepare the agreement document for the Upper York Creek Dam mitigation measures.

Agreement Document

- One signatory meeting to present the MOA.

Documentation

- Prepare an MOA document per Army Corps standards, which documents mitigation measures that are listed in the FOAE.

Schedule

Task	Timeline to complete from NTP
MOA prepared for Army Corps review (Submitted concurrently with Identification Report and FOAE)	8 weeks
Army Corps Review	12 weeks
Michael Baker Response to Comments and preparation for final submittal	16 weeks

Cost

$14,400

OPTIONAL TASK 1 – HISTORIC AMERICAN ENGINEER RECORD (HAER) HERITAGE DOCUMENTATION

Heritage Documentation Programs (HDP), part of the National Park Service (NPS), administers one of the Federal Government's oldest preservation program, the HAER (Historic American Engineering Record). Documentation produced through the program constitutes one of the nation's largest archives of historic engineering documentation. HAER documentation becomes part of the collection at the Library of Congress.

Michael Baker will complete the HAER documentation of the Upper York Creek Dam in compliance with the MOA and Section 106 of the NHPA. This scope and cost was developed with guidance from the 2015 NPS *Historic American Engineering Record Guideline for Historical Reports*; the 2015 NPS *Heritage Documentation Programs HABS/HAER/HALS Photography Guidelines,* as well as the 2015 NPS *Preparing HABS/HAER/HALS Documentation for Transmittal*.

To complete the HAER documentation, Michael Baker International will:

- Prepare the HAER in outline format. This format identifies the physical history, historic context, and structural/design information of the resource. This is the NPS preferred format.
- Complete ten (10), 4x5, large format, black and white photographs of the resource pursuant to NPS standards.
- Prepare HAER documentation for review by NPS and submittal to the Library of Congress
    - This requires archival quality paper, CDs, ink, printers, and photography materials.
- Consult with the Army Corps of Engineers
- Consult with National Park Service staff for review and submittal of the documentation.

Assumptions

This scope assumes:

- Three (3) copies of fifteen (15) 4x5 large format photographs and negatives. If additional negatives or photographs are required a budget augment will be required.

SCHEDULE

Task	Timeline to complete from NTP
HAER completed for NPS review	8 weeks
NPS review	12 weeks
Michael Baker Response to Comments and preparation for final submittal	16 weeks

COST

$12,270

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Consent**

Subject: **Consideration and Proposed Approval of a Resolution Approving a One Year Extension of the Marketing and Promotional Services Agreement Between the City of St. Helena and the St. Helena Chamber of Commerce for a Maximum Sum of $210,000.00 for Fiscal Year 2017/18**

CEQA Determination: **Not a CEQA project**

Prepared By: April Mitts, Director of Finance

Reviewed By:

Approved By: Larry Pennell, City Manager

BACKGROUND

The City of St. Helena's general fund derives significant revenues from the Transient Occupancy Tax (TOT) and sales tax generated by tourism to our community. Tourism provides the significant revenue stream which allows the City of St. Helena to provide the services it provides to the local residents.

Historically the City of St. Helena ("City") works with the St. Helena Chamber of Commerce ("Chamber") and the local business community to invest funding to market and promote St. Helena as a desirable tourist destination choice. The City and the Chamber have previously entered into promotional and marketing services and agreements with each other.

DISCUSSION

The City and the Chamber recognize St. Helena is an international tourist destination resort known for its high end lodging, exceptional wines, highly regarded restaurants and general commerce celebrating the wine and culinary lifestyle that makes St. Helena the “Heart of the Napa Valley”. The City and Chamber also recognize marking St. Helena’s authenticity and small town charm using “Napa Valley’s Main Street” messaging benefit the local businesses in the hospitality industry and the City.

The City and the Chamber enjoy a close working relationship and California Government Code Section 37110 provides the City with authorization to spend money from the general fund to, among other things, promote the City. The Chamber represents it is recognized by the Internal Revenue Service as a section 501[c][6] nonprofit organization, represents it is directed by an elected Board of Directors from the local businesses community, has a professional staff, and is organized and equipped to carry on promotional and marketing activities on behalf of the City.

An agreement was entered on July 14, 2015 via Resolution 2015-74 between the City of St. Helena and the St. Helena Chamber of Commerce to continue promotional and marketing activities on behalf of the City. This agreement’s effective dates began July 1, 2015, and will terminate on June 30, 2017. The agreement will be subject to an annual review of the Scope of Services and Budget for the July 1, 2016 through June 30, 2017 term.

For the purpose of evaluating the effectiveness of the marketing and promotional services to be provided by the Chamber, the Chamber will provide to the City an annual written report by May 31st which shall include the following information:

- Statistics of visitor activity including the number of visitors to the St. Helena Welcome Center and number of referrals to St. Helena businesses;
- Utilization of traffic counts on Chamber website;
- Hours of operation and staffing levels at St. Helena Welcome Center;
- Periodic reports on advertising, press coverage, and press releases with dates of publication or release; and
- Status of projects/programs.

The City Manager and Chamber’s President/CEO will meet periodically to discuss and review marketing trends, business climate, etc., within St. Helena and the Napa Valley region.

It is recommended that the Chamber of Commerce Marketing and Promotional Services Agreement between the City of St. Helena and the St. Helena Chamber of Commerce be extended for one (1) additional year to cover services from July 1, 2017 through June 30, 2018 at the same contract amount of $210,000.00 annually.

FISCAL IMPACT

The fiscal impact for this contract is $210,000.00 for Fiscal Year 2017/18 with a review of the Scope of Services and Budget for the Fiscal Year 2017/18 being done during the Fiscal Year 2018/19 budget process.

RECOMMENDED ACTION

Approve Resolution extending Marketing and Promotional Services Agreement between the City of St. Helena and the St. Helena Chamber of Commerce for one (1) year to cover services from July 1, 2017 through June 30, 2018 and authorize the City Manager to execute the agreement on behalf of the City.

ATTACHMENTS

Attachment 1 - Resolution 2015-74
Attachment 2 - City of St. Helena - Chamber Agreement 2015-2017
Attachment 3 - Amendment #1 to City of St. Helena - Chamber Contract
Attachment 4 - Resolution Approving Amendment #1 To Agreement

Attachment 1

CITY OF ST. HELENA

RESOLUTION NO. 2015-74

APPROVING A MARKETING AND PROMOTIONAL SERVICES AGFREEMENT BETWEEN THE CITY OF ST. HELENA AND THE ST. HELENA CHAMBER OF COMMERCE

RECITALS

A. The City desires to continue working with the St. Helena Chamber of Commerce by investing funding to market and promote St. Helena as a desirable tourist destination choice; and

B. California Government Code Section 37110 provides the City with authorization to spend money from the general fund to, among other things, promote the City; and

C. The St. Helena Chamber of Commerce represents it is recognized by the Internal Revenue Service as a Section 501[c][6] nonprofit organization; and

D. The St. Helena Chamber of Commerce represents it is directed by an elected Board of Directors from the local business community with a professional staff and is organized and equipped to carry on promotional and marketing activities on behalf of the City.

RESOLUTION

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

1. The City Council approves the two-year Agreement with the St. Helena Chamber of Commerce for a total not to exceed amount of $210,000.00 for Fiscal Year 2015/16; and
2. An annual review of the Scope of Services and Budget for Fiscal Year 2016/17 will be done towards year end 2015/16; and
3. The City Council authorizes the City Manager to execute the agreement on behalf of the City.

Approved at a Regular Meeting of the St. Helena City Council on July 14, 2015 by the following vote:

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

APPROVED:

Alan Galbraith, Mayor

CITY OF ST. HELENA Incorporated March 24, 1876 Re-Incorporated May 14, 1899 STATE OF CALIFORNIA

ATTEST:

Cindy Black, City Clerk

Attachment 2

MARKETING AND PROMOTIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ST. HELENA AND THE ST. HELENA CHAMBER OF COMMERCE

THIS AGREEMENT is made and entered into on July 14, 2015 ("Agreement"), by and between the City of St. Helena a municipal corporation located in the County of Napa, State of California (City), and the St. Helena Chamber of Commerce (Chamber). The City and Chamber will be referred to collectively as the "Parties."

RECITALS

C. City seeks to work with the Chamber and the local business community to invest funding to market and promote St. Helena as a desirable tourist destination choice.

D. California Government Code Section 37110 provides the City with authorization to spend money from the general fund to, among other things, promote the City.

E. Chamber represents it is recognized by the Internal Revenue Service as a section 501[c][6] nonprofit organization.

F. Chamber represents it is directed by an elected Board of Directors from the local business community with a professional staff, and is organized and equipped to carry on promotional and marketing activities on behalf of the City in accordance with this Agreement.

G. City and Chamber have previously entered into similar promotional and marketing services agreements.

Therefore, for the considerations hereinafter specified, the Parties agree as follows:

Section 1. Scope of Services. Chamber shall provide the services as outlined in Exhibit A attached hereto. The Parties shall review the Scope of Services annually. Subject to this Agreement, the Parties may agree to scope modifications mutually acceptable to the Parties and confirmed in writing signed by the Parties.

Section 2. Term of Agreement. This Agreement's effective date will begin July 1, 2015, and will terminate on June 30, 2017. This Agreement shall be subject to an annual review by the Parties of the Scope of Services and Compensation for the July 1, 2016 through June 30, 2017 term, and the Parties may agree to modify these provisions. Any such modifications shall be confirmed in writing signed by the Parties.

Section 3. Compensation. For the Scope of Services provided in Exhibit A , City will pay Chamber an annual sum of $210,000. Said payments shall be made in eight equal quarterly installments of $52,500 on July 31, 2015, October 31, 2015, January 31, 2016, April 30, 2016, July 31, 2016, October 31, 2016, January 31, 2017 and April 30, 2017.

Section 4. Accounting. The Chamber shall account for all City funding provided, shall keep complete books and records for expenditures associated with the City funding pursuant to this Agreement, and shall make available and to submit to audit by the City of all the Chambers' books, records, and financial statements upon the City's request and with reasonable prior notice, which shall not exceed 10 calendar days.

Section 5. Performance Evaluation and Tracking. For the purposes of evaluating the effectiveness of the marketing and promotional services to be provided by Chamber, Chamber shall provide to City an annual written report by May 31st, which shall include the following information:

- Statistics of visitor activity including the number of visitors to the St. Helena Welcome Center and number of referrals to St. Helena businesses.
- Utilization and traffic counts on Chamber web-site.
- Hours of operation and staffing levels at St. Helena Welcome Center. Hours of operation shall generally be 10:00 a.m. to 5:00 p.m. daily except for holidays and Chamber staffed Special Events. Hours may be reduced during the off-season period of January – May.
- Reports on advertising, press coverage, and press releases with dates of publication or release.
- Status of projects/programs outlined in Exhibit A, "Scope of Services."

City's City Manager and Chamber's President/CEO shall meet periodically to discuss and review marketing trends, business climate, etc., within St. Helena and the Napa Valley region.

Section 6. Independent Contractors. The Parties understand and agree the Chamber, in the performance of its work and services under this Agreement, shall act as and be an independent contractor. Chamber shall obtain no rights or benefits that accrue to City employees.

Section 7. Indemnification by Chamber. The Chamber shall, upon the City's written demand and with legal counsel acceptable to the City, defend, indemnify, and hold harmless the City, its agents, officers, City Council members, and employees for all liability, actions, claims, damages, costs, or expenses, including reasonable attorney's fees and legal expenses including experts, which may be asserted by any person, including the Chamber, arising out of or in connection with the Chamber's performance of services under this Agreement.

Section 8. Indemnification by City. The City shall, upon the Chamber's written demand and with legal counsel acceptable to the Chamber, defend, indemnify, and hold harmless the Chamber, its agents, officers, and employees for all liability, actions, claims, damages, costs, or expenses, including reasonable attorney's fees and legal expenses including experts, which may be asserted by any person, including the City, arising out of or in connection with the City's performance under this Agreement.

Section 9. Insurance Requirements. Chamber shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by Chamber, its agents, representatives, or employees, as indicated:

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

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

B. Minimum Limits of Insurance. Chamber shall maintain limits no less than:
   1. General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage including operations, products and completed operations, as applicable. If Commercial General Liability Insurance or other form with a General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
   2. Automobile Liability: $1,000,000 per accident for bodily injury and property damage.
   3. Employer's Liability: $1,000,000 per accident for bodily injury or disease.

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

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

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

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

G. Verification of Coverage. Chamber shall furnish the City with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by the City or on forms that conform to City requirements. All certificates and endorsements are to be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications at any time.

Section 10. Nondiscrimination. The Chamber shall comply with all applicable federal, state, and local laws, rules, and regulations in regard to nondiscrimination in employment because of race, ancestry, color, sex, sexual orientation, age, national origin, religion, material status, medical condition, or physical or mental disability.

Section 11. Governing Law. City and Chamber agree that the law governing this Agreement shall be that of the State of California.

Section 12. Compliance with Laws. Chamber shall comply with all applicable laws, ordinances, codes, and regulations of the Federal, State, and Local Agencies (including, without limitation, the City).

Section 13. Disclosure/Provision of Information. Brochures, maps, or other promotional materials produced by Chamber using the funds arising out of this Agreement may include the City logo on the material. Any information developed by Chamber pursuant to this Agreement shall be provided to City upon City's request.

Section 14. Waiver. The Parties agree that a waiver, breach, or violation of any term or condition of this Agreement shall not be deemed to be a waiver of any other term or condition contained herein or a waiver of any subsequent breach or violation of the same or any other term or condition. The City's acceptance of Chamber's performance of any work or services shall not be deemed to be a waiver of City's rights or Chamber's obligations under this Agreement.

Section 15. Assignment/Delegation. Except as above, neither party hereto shall assign, sublet, or transfer any interest in or duty under this Agreement without the prior written consent of the other Party, and no assignment shall be of any force or affect whatsoever, and shall be void, unless and until the other Party shall have so consented.

Section 16. Conflict of Interest. The Chamber covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services under this Agreement. The Chamber further covenants that in the performance of the Scope of Services under this Agreement, Chamber will not knowingly employ any person having any such conflict of interest with the City.

Section 17. Attorney's Fees. In the event either Party brings an action or proceeding for damages arising out of the other's performance under this Agreement, or to establish the rights or remedies of either party, the prevailing party shall be entitled to recover its reasonable attorney's fees and costs as part of such action or proceeding.

Section 18. No Third Party Beneficiaries. Nothing contained in this Agreement shall be construed to create, and the Parties do not intend to create, any rights or remedies to any person or entity not a Party to this Agreement.

Section 19. Notices. All notices and other communications required or permitted to be given under this Agreement shall be in writing, and shall be personally served or mailed, return-receipt requested, addressed to the respective parties as follows:

Attachment 2

CEO/President
St. Helena Chamber of Commerce
657 Main Street
St. Helena, CA 94574

City Manager
City of St. Helena
1440 Main Street
St. Helena, CA 94574

Section 20. Prior Agreements. This Agreement, including all Exhibits attached hereto, represents the entire understanding of the Parties as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters covered under this Agreement.

Section 21. Entire Agreement / Interpretation. Both Parties acknowledge that by entering into this Agreement, the City is not assuming any obligation to operate, supervise, or fund Chamber or any other obligations to Chamber other than those expressly provided in this Agreement. This Agreement constitutes the entire agreement among the Parties and may not be modified or changed, except by written instrument executed by both parties. No provision of this Agreement is to be interpreted for or against either Party because that Party or that Party's legal representative drafted such provision.

Section 22. Termination. This Agreement may be terminated prior to June 30, 2017 as follows: By either Party, if the other Party fails to perform any of its obligations hereunder, within the time and in the manner provided, or otherwise violates any of the terms of this Agreement. The Party terminating the Agreement shall give written notice of such termination, stating the reasons for such termination in such event. Termination shall be effective 30 days following such written notice. Upon the termination of this Agreement by either Party, (1) any accrued but unpaid compensation due the Chamber shall be paid to the Chamber within thirty (30) days after receipt of the Chamber's invoice following such termination; and (2) Chamber shall repay to City within thirty (30) days after receipt of the Chamber's invoice following such termination the pro-rata portion of any quarterly payment remaining post-termination. Compensation to Chamber or Chamber's reimbursement to City due upon termination shall be prorated. For example, if the Agreement were terminated on March 15, 2016, then $26,250 would be due to Chamber for the services performed during the partial January 31, 2016 through April 30, 2016 installment period.

Section 23. Special Provisions. This Agreement is subject to the following special provisions: none.

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

Chamber:

By: _____
Name: Pamela Simpson
Title: CEO/President

City:

By: _____ April Mitts for
Name: Jennifer Phillips
Title: City Manager - Acting

Approved as to Form:

By: _____
Name: Thomas B. Brown
Title: City Attorney

Attachment 2

Exhibit A

Scope of Work
St. Helena Chamber of Commerce Marketing and Promotional Services Agreement

Tourism Marketing and Promotional Efforts

The St. Helena Chamber of Commerce "Chamber" shall at a minimum provide the following efforts to proactively market the City of St. Helena and Chamber members to promote tourism and local businesses by implementing an effective marketing and promotional strategy designed to maintain and generate increased TOT and sales tax revenue to the City's General Fund thereby directly contributing to the quality of life for local residents through the funding of core town services.

- Direct and implement a Public Relations strategy which can include retaining a public relations professional to assist in the marketing and exposure of the City of St. Helena as a high end destination.

- Direct and implement a Marketing Strategy with an overall "Visit St. Helena" message designed to directly and indirectly benefit all businesses in and around St. Helena.

- Maintain a robust, timely and current web-site and provide a link to the City web-site. The site should be mobile friendly and easy to navigate.

- Operate and staff a Welcome Center on a daily basis. Hours of operation shall generally be 10:00 a.m. to 5:00 p.m. daily except for holidays and Chamber staffed Special Events. Chamber may reduce weekend hours during Jan - May.

- Produce and update as necessary various City promotional information such as but not limited to a walking map of St. Helena and other such information.

Special Events Production

Chamber will also provide support and assistance to other community activities including but not limited to:

Musical Picnics Concert Series
Earth Day
4th of July Fireworks
Hometown Harvest Festival
Holiday Season in St. Helena

Attachment 3

AMENDMENT #1 TO THE CITY OF ST. HELENA – ST. HELENA CHAMBER OF COMMERCE AGREEMENT 2015-2017 AGREEMENT BETWEEN THE CITY OF ST. HELENA AND THE ST. HELENA CHAMBER OF COMMERCE

RECITALS

A. Pursuant to the terms of the written Agreement between City of St. Helena ("City") and the St. Helena Chamber of Commerce ("Chamber"), approved on July 14, 2015 by Resolution 2015-74, the City entered into a two-year Marketing and Promotional Services Agreement ("Agreement") with the St. Helena Chamber of Commerce (Chamber) for professional services in connection with marketing and promotional services not to exceed $210,000.00 per year; and

B. City and Chamber desire to amend the Agreement to provide an additional one-year of marketing and promotional services.

AGREEMENT

1. This Amendment #1 to the Agreement (a) extending the term of the Agreement through June 30, 2018 and (b) authorizing an additional amount of $210,000.00 for marketing and promotion services is hereby approved; and

2. The total amount of funding authorized under this Amendment #1 shall not exceed $210,000.00 for Fiscal Year 2017/18; and

3. In all other respects the terms of the Agreement shall remain in effect.

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

Consultant:

By: _____

Title:_____

City:

By: _____
Larry Pennell
Title: Interim City Manager

Approved as to Form:

By: _____

OAK #4828-5500-8584 v1

Attachment 3

Name: Thomas B. Brown
Title: City Attorney

OAK #4828-5500-8584 v1

Attachment 4

CITY OF ST. HELENA

RESOLUTION NO. 2017-____

APPROVING AMENDMENT #1 TO THE MARKETING AND PROMOTIONAL SERVICES AGREEMENT BETWEEN THE CITY OF ST. HELENA AND THE ST. HELENA CHAMBER OF COMMERCE

RECITALS

A. The City desires to continue working with the St. Helena Chamber of Commerce by investing funding to market and promote St. Helena as a desirable tourist destination choice; and

B. California Government Code Section 37110 provides the City with authorization to spend money from the general fund to, among other things, promote the City; and

C. The St. Helena Chamber of Commerce represents it is recognized by the Internal Revenue Service as a Section 501[c][6] nonprofit organization; and

D. The St. Helena Chamber of Commerce represents it is directed by an elected Board of Directors from the local business community with a professional staff and is organized and equipped to carry on promotional and marketing activities on behalf of the City.

RESOLUTION

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

1. The City Council approves a one-year extension of the Agreement with the St. Helena Chamber of Commerce for a total not to exceed amount of $210,000.00 for Fiscal Year 2017/18; and
2. An annual review of the Scope of Services and Budget for Fiscal Year 2017/18 will be done during the Fiscal Year 2018/19 budget process; and
3. The City Council authorizes the City Manager to execute Amendment #1 to the agreement on behalf of the City.

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017 by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Dohring: _____

Councilmember Koberstein: _____

Councilmember Ellsworth: _____

APPROVED:

_____
Alan Galbraith, Mayor

ATTEST:

_____
Cindy Black, City Clerk

Cindy Black

From: Peter White
Sent: Tuesday, May 23, 2017 2:52 PM
To: Cindy Black
Subject: Fw: I support the Chamber Contract

FYI

Peter G. White
Vice Mayor
1480 Main Street
St. Helena, CA 94574
707-480-9958
peterw@cityofsthelena.org

From: Chris Birdwell <cbirdwell@pacificunionco.com>
Sent: Tuesday, May 23, 2017 12:38 PM
To: Peter White
Subject: I support the Chamber Contract

Dear Vice Mayor White:

We strongly support the work the St. Helena Chamber of Commerce does for our community. Our businesses serve both the local community and visiting tourists, and over the years, we have witnessed the Chamber serve as an advocate for all of our interests. Not only does the Chamber work tirelessly to drive visitors to St. Helena. They also promote our local traditions and events, serving as a public voice on many things "St. Helena".

We are respectfully requesting the continuation of the Chamber's marketing contract at the current level of $210,000. Ensuring St. Helena remains at the top of the search when visitors are visiting Napa Valley is imperative to our city's economy, and cutting any part of the Chamber marketing contract could result in a decline in visitors, sales, and tax income. More than 3 million people will visit Napa Valley this year, and we want and need them to enjoy St. Helena as part of their stay.

Furthermore, when St. Helena businesses do well, we can improve our infrastructure and our parks, fund our library, and ensure our public safety is maintained. Strong businesses mean better paying jobs and higher wages, which allow people to live here with their families and participate in our community.

Please support our economy by continuing the proposed Chamber of Commerce destination marketing contract for the full $210,000.

Respectfully,

Chris

--

Chris Birdwell
PACIFIC UNION CO.
C 415.728.4755
cbirdwell@pacificunionco.com

--

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **Public Hearing**

Subject: **CIA Campus Master Plan Appeal**

CEQA Determination: **Mitigated Negative Declaration**

Prepared By:
Lilly Bianco, Contract Planner

Reviewed By:
Noah Housh, Planning & Community Imp

Approved By:
Larry Pennell, City Manager

BACKGROUND

Subject: Appeal of the Planning Commission decision to deny the CIA Campus Master Plan that included a request for a Use Permit and Design Review for 2555 Main Street, and Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue

CEQA Status: In accordance with Article 6 and Appendix G of the California Environmental Quality Act (CEQA) Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project. The IS/MND found that although the proposed project would generate potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, land use, noise, and transportation, through the introduction of mitigation measures agreed upon by the project applicant, all potentially significant impacts would be reduced to less than significant levels. The Draft IS/MND was circulated for a 40-day public review period from December 9, 2016 to January 23, 2017.

The CIA Campus Master Plan project came before the Planning Commission on February 21st, 2017 and was continued until March 7, 2017 in an effort to give the

Planning Commission extra time to review the voluminous amount of project related materials and consider public comments made. At the March 7th hearing, the Planning Commission voted unanimously to deny the project in its entirety and without prejudice and directed staff to prepare a denial resolution to be formally voted on at the March 21st hearing. A denial resolution reflecting the Planning Commission's findings was prepared and brought back before the Planning Commission on March 21, 2017, at which time it was unanimously approved. The Planning Commission voted to deny the CIA Campus Master Plan on the grounds that it did not demonstrate compliance with all applicable Design Review and Use Permit findings. In respect to the Design Review findings, the Planning Commission found that:

- The proposed Vineyard Lodge Housing development project would not be consistent with applicable General Plan policies given that its scale and massing is not found to be sympathetic or complementary to historic and distinctive neighborhoods of the City, nor does it sufficiently retain the rural small town quality and character of St. Helena.

- The form and massing of the Vineyard Lodge Building's would not be compatible with the immediate environment of the site in that the height, massing and square footage exhibited by the proposed dormitory buildings were incompatible with the residential buildings and general character of the immediate vicinity.

- The Vineyard Lodge Housing design does not promote harmonious transition in scale and character in areas between different designated land uses in that the proposed dormitory building on Pratt Avenue exhibits a scale and density significantly greater than that of the surrounding area and is not compatible with the surrounding character.

The Planning Commission further found that the project does not meet all of the required Use Permit findings in that:

- The proposed Vineyard Lodge Housing use would generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses, given the significant increase in the number of on-site residents.

- The proposed Vineyard Lodge Housing use would make excessive demands on the provision of public services including, sewer capacity and vehicular circulation, based on the existing design and odor issues associated with the Crinella Pump Station and the proposed reductions in the setback from the roadway.

- The proposed Vineyard Lodge Housing use would not be compatible with surrounding land uses and would conflict with the purpose established for the district within which it would be located given its location outside of the urban limit line, deviation from the agricultural and residential character of surrounding land uses and the lack of compliance with the required setback and parking requirements of said Districts and location.

- The parking plan submitted by the applicant does not demonstrate adequate off-street parking at the Vineyard Lodge Housing Site as needed to accommodate the long term parking needs of residents, guests and events proposed to occur at the project site, as a component of the proposed dormitory land use.

PROJECT DESCRIPTION

Greystone Component

The Culinary Institute of America (CIA) at Greystone is proposing a campus master plan to restructure and expand the educational facilities at the Greystone Campus (2555 Main Street) and expand student enrollment from 200 to 300 students. Also proposed is a 4,468 sf underground storage cave and the installation of three modular storage units at the rear of the building. The applicant is requesting Design Review and Use Permit entitlements for the Greystone site.

Vineyard Lodge Component

The CIA Campus Master Plan includes the concurrent expansion of housing facilities (dormitories) at the Vineyard Lodge Housing Site (830 Pratt Avenue) and appurtenant to the educational facility at Greystone to accommodate a total of 224 students. To achieve this, the applicant is proposing to demolish the existing Vineyard Lodge I (41 beds) and construct three new dormitories ranging in size from 11,380 sf to 17,885 sf and ranging in height from 29' to approximately 40'. This would result in a net increase of 123 new beds. The site would feature 72 parking spaces (69 designated spaces and 3 on-demand rental car spaces) and a central courtyard. Shuttles with capacity of 14, 22 and 32 seats would provide transportation between the Greystone campus and the Vineyard Lodge Housing facility. The applicant is further requesting variances to allow for a lesser setback from Pratt Avenue as required under Zoning Code Section 17.112.050 and a variance to allow reduced number of parking spaces as required under Zoning Code Section 17.124 or, alternately, a finding pursuant to Code Section(H) that parking for the "unlisted" use is adequate.

The basic development specifications are listed below for reference purposes. Note that the listed FAR has been revised to accurately account for the existing Vineyard Lodge II.

Height: 29'2" to 40'2"
Lot Coverage: 24,356 / 128,502 = 18.95% (inclusive of VL2)
Floor Area Ratio: 53,257 / 113,692 = .468 (inclusive of VL2)
Front Setback: 20 feet
Side Setback (Vineyard Rd): 13'
Rear Setback (RR): 54'

DISCUSSION

APPLICANT APPEAL

On April 4, 2017, Appellant, Thomas Bensel, of the Culinary Institute of America, filed an appeal of the Planning Commission's decision. In a written statement attached to the appeal application (**Attachment 3**), the appellant requests that the City Council exercise its de novo review powers to reverse the Planning Commission's decision, grant the CIA's appeal, approve the entitlements for the CIA Campus Master Plan (Greystone and Vineyard Lodge Housing), make all required and appropriate findings in support of the necessary project approvals, and adopt the Initial Study/Mitigated Negative Declaration prepared for the subject project.

On April 24, 2017, the appellant submitted an expanded appeal justification and rebuttal to the Planning Commission's findings cited in the denial resolution (**Attachment 4**). The letter asserts that compliance with required findings needed to approve the CIA Campus Master Plan is supported by substantial evidence in the record. The letter provides a summary of the substantial evidence and rebuts the Planning Commission's findings cited as a basis for project denial.

Additionally, the appellant has also provided a slightly modified version of the Vineyard Lodge elevation facing Pratt Avenue. The modified elevation shows the height of gables reduced from 36' to 29'2" (**Attachment 4, Exhibit J**). The depiction of the facade elevations on the original plan set was not readily clear and due to that, the facade elevations were previously thought to, and described as, exhibiting a maximum height of 29'. As such, this modification simply revises the project to reflect the original understanding. As this revision is in substantial conformance with the project as analyzed, it would not trigger any subsequent staff review or further analysis. Please note this minor modification when reviewing the attached project documentation.

Last, and to further support the appeal, the appellant has provided a parking comparison spreadsheet (**Attachment 5**) that details parking requirements specified for dormitory land uses and for the cities of Berkeley, CA; Napa, CA; and Sacramento, CA. The Parking comparison indicates that all three jurisdictions referenced set a minimum parking requirement and two of the three jurisdictions (Napa and Sacramento) also include opportunities for reduced parking in certain circumstances, such as when a dormitory use is near to a regularly scheduled transit stop, or when there is additional bicycles or car sharing options, among others. It should also be clarified that some numbers related to number of dormitory *rooms* were transposed in the original staff report and were not correctly represented. The accurate numbers are listed below:

Vin Ldg 2 : 60 beds / 30 rooms
Building 'A': 70 beds / 39 rooms
Building 'B': 52 beds / 28 rooms
Building 'C': 42 beds / 26 rooms
Total 224 beds / **123 total rooms proposed (+ 2 additional manager spaces)**

Pursuant to Code Section 17.08.180, the City Council may affirm, reverse, or modify the decision appealed as deemed just and equitable insofar as such an action would not be

contrary to any Zoning Code provisions. Similarly, the Council may modify or amend the resolution as deemed appropriate.

FISCAL IMPACT

There will be no fiscal impact to the General Fund related to Council action on this item.

RECOMMENDED ACTION

It is recommended by the Planning Commission of the City of St Helena, that the City Council:

1. Deny the appeal and uphold the Planning Commission's denial of the requested CIA Campus Master Plan that included a request for a Use Permit and Design Review for 2555 Main Street, and Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue on the grounds that the proposed project, and specifically, the Vineyard Lodge component, would not meet the criteria needed to approve a Use Permit or Design Review.

ATTACHMENTS

1. 2555 Main & 830 Pratt ATTCH 1. Approval Resolution
2. 2555 Main & 830 Pratt ATTCH 2. Denial Resolution
3. 2555 Main & 830 Pratt ATTCH 3. Written Statement
4. 2555 Main & 830 Pratt ATTCH 4. Supplementary Appeal Materials
4.1 Exhibit A
4.2 Exhibit B
4.3 Exhibit C1
4.4 Exhibit C2 with highlighting
4.5 Exhibit C3 with highlighting
4.6 Exhibit D--Responses to Comments
4.7 Exhibit E--CIA Comments Regarding General Plan Consistency
4.8 Exhibit F--Commisision Supplemental Information - Submitted
4.9 Exhibit G--2.20 CIA Letter to Planning Commission
4.10 Exhibit H- Crane Transportation Memo
4.11 Exhibit I--ARG Memo
4.12 Exhibit J--Vineyard Lodge Pratt Avenue Elevations
4.13 Exhibit K - Community Support and Hotel Room Bookings
5. 2555 Main & 830 Pratt ATTCH 5. 830 PRATT AVENUE PARKING COMPARISONS
6 2555 Main & 830 Pratt ATTCH 6. PC Agenda Item March 7

CITY OF ST. HELENA

RESOLUTION NO. 20xx-xx

GRANTING THE APPEAL OF THE CULINARY INSTITUTE OF AMERICA TO OVERTURN THE DENIAL OF THE CIA CAMPUS MASTER PLAN AND ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CULINARY INSITUTE OF AMERICA CAMPUS MASTER PLAN AND GRANTING APPROVAL OF DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND GRANTING APPROVAL OF A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:**009-010-024
009-131-003

RECITALS

1. **Whereas,** the Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and

2. **Whereas,** the Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and

3. **Whereas,** the entitlements requested for the Greystone property (2555 Main Street) and the Vineyard Lodge Housing Site (830 Pratt Avenue) are effectively intertwined and viewed as one project under CEQA such that the approval or disapproval of entitlements related to one property could necessarily apply to the other.

4. **Whereas**, The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017, which was continued to a date certain, March 7, 2017. At this meeting, the Planning Commission determined the project was incompatible with the required findings needed to approve the project, and directed staff to prepare a resolution for denial, for review and action on March 21, 2017.

5. **Whereas,** At the conclusion of the public hearing on March 21, 2017 and having deliberated the matter, the Planning Commission approved a resolution to deny the application in its entirety and without prejudice

6. **Whereas, On** April 4, 2017 the Applicant filed a timely appeal of the decision of the Planning Commission to the City Council.

7. **Whereas,** The City Council considered the Applicants' Appeal at a duly noticed public hearing on May 23, 2017. The City Council, after reviewing materials provided from the Planning Commission Public Hearing, as well as considering the record of the proceedings before the City Council, the written evidence submitted for the Council Public Hearing, and the testimony and other evidence submitted at the Council Public Hearing, voted to overturn the decision of the Planning Commission granting the Appeal and a Use Permit and Design Review for 2555 Main Street, and Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue

RESOLUTION

The City Council of the City of St. Helena, State of California, hereby (i) grants the Appeal of The Culinary institute of America to overturn the decision of Planning Commission and (ii) adopts the Mitigated Negative Declaration and Mitigation and Monitoring and Reporting Program and (iii) grants approval of Design Review and a Use Permit for 2555 Main Street, and (iiii) grants approval of a Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue and 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.

Resolution

1. In making the findings in this Resolution, the City Council relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report, City files for this matter, correspondence, presentations and other materials.
2. CEQA Findings
    1. The City Council has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project,
    2. The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA,
    3. On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned, and mitigated, will have a significant effect on the environment.

4. The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project.

3. 2555 Main Street Findings and Conditions of Approval

A. DESIGN REVIEW. The City Council finds that The Greystone Campus is historically significant as a good example of the late nineteenth century Richardsonian Romanesque architecture in California and provides a tangible link to the Napa Valley's historical viticultural operations of the last century. All project activities are either confined to the interior of buildings or less visible areas of the property such that any changes are not readily visible from main viewing areas. The exterior modifications proposed for the subject include the introduction of three new modular storage units at the rear of the property. The introduction of the proposed modular units would be reversible and their removal in the future would not affect the historic integrity of the building. Given the very limited design changes and for the reasons described below, the project is found to be generally consistent with the design review requirements. As such, the City Council determines the project is in compliance with the following Design Review criteria of Municipal Code Section 17.164.030:

1. Consistency and compatibility with applicable elements of the general plan;
   As proposed the project will facilitate the continued use of the historic Greystone building and in doing so would preserve the historic resource as a valuable piece of St. Helena's heritage. As such, the project would be consistent with GP Policies, 2.6.30, 4.8.1, 4.8.2. Further, the Culinary Institutes' emphasis on food and wine education promotes the Valley's reputation of a world class destination for wine and the culinary arts. As such, the proposed project exhibits overall consistency with all applicable General Plan goals, policies, and objectives.
2. Compatibility of design with the immediate environment of the site;

   No exterior changes are proposed that would alter the design of the building or site.
3. Relationship of the design to the site;

   The design will greatly limit changes visible on the building exterior; for example, the proposed modular units will be located at the building's rear and not readily visible from public viewing areas. As such, the relationship of the design to the site is appropriate.
4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   All work will be performed in accordance with the Secretary of the Interior's Standards and will be consistent with the historic character of the subject site.
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

No substantial changes are proposed that would alter the existing scale or character.

6. Compatibility with future construction both on and off the site;

   No exterior changes are proposed that would alter compatibility with future construction on or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed modular units will be of simple design and materials which will ensure their functionality while also limiting changes to the visual environment.

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;

   The majority of changes are confined to the interior of the existing Greystone building and therefore would not alter the existing site configuration or overall functionality of the site. The proposed modular units and storage cave would be located conveniently with connectivity to the internal uses they serve. As such, proposed changes would be functional and would limit changes to the visual environment of the site.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;

   No open space or landscaping is proposed as part of this project.

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;

    The project includes modular storage units and storage cave that will support the Culinary school use of the site. The ancillary components are either shielded from view, in the case of the modular units, or underground and not visible, in the case of the storage cave. Given the limited visibility of both components, they are expected to be compatible with the overall design of the Greystone property.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    No changes to the circulation system are proposed.

12. Whether natural features are appropriately preserved and integrated with the project;

    No changes to natural features are proposed.

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;

    Three modular units ranging in size from 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing

roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). Given the above, the proposed new modular units are expected to be compatible with adjacent structures and functions.

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;

    There is no new landscaping proposed.

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;

    No landscaping is proposed.

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.

    All outdated/inefficient fixtures and systems will be replaced with more efficient and environmentally friendly fixtures and as such, the project will further sustainability goals.

B. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission acknowledges that the Culinary Institute of America at Greystone endeavors to place a greater focus on occupational education. To achieve this, the applicant requests that the use permit authorize a total enrollment of 300 students, allow more flexibility in the operation of the retail store, and allow for a 58 seat student-run restaurant to replace the now closed, 190-seat Wine Spectator at Greystone Restaurant. It is determined that proposed changes do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit. Accordingly, the City Council makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   No significant changes in the operation of the facility will change and there is no expectation that the proposed project would generate odors, fumes, dust, light,

glare, radiation or refuse beyond what is currently typical of the culinary school use. As such, operation of the Greystone Campus consistent with the proposed project would not be injurious to surrounding uses or the community.

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

   Levels of noise would be consistent with or less than existing noise levels given the reduction in events and size of the on-site restaurant.

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

   As detailed in the Traffic Impact Report, the proposed project will not cause a substantial increase in traffic trips that would cause the ambient noise level to exceed the normally acceptable range. Given the limited traffic trips associated with the proposed project, the project would not cause traffic noise to noticeably increase beyond existing level or otherwise exceed normally acceptable ranges.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The level of demand placed on public services will remain consistent with that which currently exists due to the introduction of more efficient fixtures and systems, adherence to the water neutrality policy, and the fact that the proposed use will continue to operate in a manner consistent with what currently exists, as a culinary school with an ancillary retail and restaurant component.

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

   No changes to ingress/ egress are proposed.

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

   The proposed use is consistent with that which currently exists at the site and no changes are expected that would otherwise conflict with the City's goal of maintaining the economic viability of a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

No significant change in use or operation is proposed and as such, the proposed use would continue to be compatible with surrounding land uses.

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

   As detailed above, the use would be consistent with all applicable General Plan policies.

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

   The proposed use is largely consistent with that which currently exists at the subject site and is not expected to be injurious to public health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    The findings related to this particular project are unique and applicable only to the CIA Campus Master Plan. There is no reason to expect that approval of this use permit would set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    No changes to parking are proposed. Students living off-site would continue to be required to utilize the shuttle for transportation between student housing and the Greystone Campus. As such, no demand that couldn't be accommodated by the existing level or parking is expected.

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

    The surrounding roadways will continue to be able to accommodate automobile and truck traffic generated by the proposed project and is not expected to increase substantially beyond that which currently exists.

C. The City Council approves the design review and use permit for the above- described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.
2. 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.
3. 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.
4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval *and* the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Pursuant to St. Helena Municipal Code Section 17.08.110, this permit shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.
8. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
9. Construction shall be in compliance with plans submitted and reviewed by the City Council on May 23, 2017, except as modified herein.
10. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.

11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure efficient watering and to maintain good health and vitality of landscape materials.
15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Code shall be obtained prior to installation of signage.
16. 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.
17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the CIA Greystone Campus except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in any previous resolutions relating to the subject site including, but not necessarily limited to: Resolution Nos. 93-105; 96-95; 97-162; 2001-60; 2003-42; 2004-112; 2006-07; 2006-130; or 2008-76 and these conditions of approval, these conditions shall control, superseding the prior approvals with respect to any such conflict.
19. The primary use shall be that of an advanced cooking school with ancillary uses limited to (1) 58 seat restaurant, (1) 35 seat bakery/café and, (1) 3,100 square foot retail store subject to the conditions herein.

20. The student population shall not exceed 300 students. Students shall be limited to those enrolled an Associate, Bachelor's, Master's and/or other Certificate Degree Program.
21. Only students actively enrolled at the CIA at Greystone campus shall be allowed to use school lodging accommodations. The student's length of stay shall be commensurate with the respective degree program.
22. As an ancillary component to the bakery and pastry education program and to help students satisfy educational requirements, a Bakery/Café with no more than 35 seats may be operated within the Greystone Cellars building.
23. A restaurant may be operated within the Gate House Structure as an accessory use to the school with seating limited to a total of 58 seats, including both indoor and outdoor dining. Any outdoor dining shall be consistent with the Zoning Regulations in effect at the time of operation.
24. A 3,100 sf campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. – 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Bottled wine sales may be permitted. The store may be advertised in educational, food service, trade and Napa county newspapers of record. Site signage shall comply with the St. Helena sign ordinance. Wine tasting may occur within the store as an accessory and subordinate activity relating to the sale of wine but shall occur only during the hours the retail store is open.
25. Valet parking shall be provided for all special and community events if they are held during hours that the restaurant is open and/or when designated on-site parking is not adequate. No parking shall be permitted along Highway 29/Main Street or Deer Park Road.
26. The CIA may offer tours and limited educational experiences to the General Public so long as such activities are incidental and secondary to the primary degree and/or Certificate educational programs offered at Greystone.
27. The Applicant shall provide a Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved Transportation Plan shall be provided to any member of the public upon request and kept in the hard copy and digital project file.
28. Modular Units and the underground cave shall be used for storage of products and wares used for the purposes of culinary education.

29. Prior to issuance of building permit, the applicant shall execute a Joint Water Use Agreement with the Vineyard Lodge Housing Site. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year.

30. Any significant change(s) to the operation of the approved use, including a change in hours of operation, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Conditions

31. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

32. 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.

33. 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, seismic risk, cave wall and ceiling stability, etc. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

34. Remodels or new construction which requires 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.

35. The applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges. The annual stormwater illicit discharge inspections are performed and invoiced by Napa County Department of Environmental Management.

36. Trash areas, dumpsters and recycling containers shall be enclosed and roofed per State and County standards to prevent water run-on to the trash area and water runoff from the area, to contain litter and trash so that it is not dispersed by the wind or run-off during waste removal. In the event that wine or food is disposed in these areas, they shall drain to the sanitary sewer system. An area drain connected to the sanitary sewer shall be installed in the enclosure area and a structural control such as an oil/water separator or sand filter shall be included. No other area shall drain into the trash enclosure. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer.

37. The applicant shall incorporate water conservation practices into the proposed project per the Water Neutrality Calculations prepared by Summit Engineering, dated October 15, 2016. 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.

38. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.

39. Grading plans shall identify off-haul routes and soil disposal sites, subject to review and approval by Public Works. All grading and spoils generated by construction of the project facilities, including cave spoils, shall be removed and/or permanently placed prior to final occupancy.

40. 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.

41. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the requirements of the City of St. Helena's Water Standards.

42. 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.

43. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

44. 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

45. A building permit is required for all onsite demolition, construction and/or change of occupancy.

46. 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.

47. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

48. The applicant shall provide a construction waste management plan with the building permit application.

49. 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.

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

51. 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

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

830 Pratt Avenue Findings and Conditions of Approval

A. DEMOLITION. Pursuant to Municipal Code Section 17.164.050(E), the City Council finds that the Vineyard Lodge 1 (c.1960) is not eligible for listing on the California Register of Historic Resources (CRHR) and because the building is not particularly cohesive with the surrounding agricultural and residential character makes the following findings for the approval of a Demolition Permit:

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.

   The applicant is requesting a permit to demolish the former Marlinda Convalescent Home and what is today known as "Vineyard Lodge 1". The building was constructed c.1960. Following review of available records,

consultants, Architectural Resources Group, determined that the subject building proposed for demolition does not meet the Criteria for listing on the California Register of Historic Resources (CRHR) given that it does not exhibit architectural significance, is not associated with any significant themes or persons and is not expected to yield any information important to expand our understanding of history or prehistory. Staff concurs with this determination.

2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

   As a 1960s era convalescent home located in an otherwise agriculture and residential area, the building was not found to be particularly cohesive with the existing environment. Given this, it's demolition is not expected to adversely impact the essential character of the neighborhood. Accordingly, Staff finds that the demolition of the proposed building will not negatively impact a historic resource or existing visual environment.

B. DESIGN REVIEW. The City Council determines the project's natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of new trees will be compatible with the surrounding character along Pratt Avenue and limit visual impacts such that it would be in compliance with the following Design Review criteria enumerated in Municipal Code Section 17.164.030, and as follows:

1. Consistency and compatibility with applicable elements of the general plan;

   As stated above, the subject project is consistent with General Plan policies 4.3.4, 2.6.2, 2.6.4, 2.6.5 and HE 1.5, 2.1, 2.2, and 2.6 in that the project would consist of infill on an already developed site, would occur in a logical and orderly manner proximate to urban services, and would be of a size and design that is consistent with existing site development. Further, the site would not encroach into or otherwise hinder agricultural activities in the vicinity of the subject site. As a previously developed site within approximately one mile of the Greystone Campus, the project location at 830 Pratt is well suited to accommodate student housing at a higher density and provide a creative solution to the need for affordable student housing. As such, the project is determined to exhibit overall consistency with the intent of the General Plan and Housing Element.

2. Compatibility of design with the immediate environment of the site;

   The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Adjacent development includes the Beringer Winery warehouse building and wastewater treatment facilities. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west) building and facilities.

The subject site is currently developed with two dormitory buildings ranging from one to two stories in height. The one-story building will be demolished and the two story building is to be retained. The expansion of the Vineyard Lodge House is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings or otherwise make the site incompatible with the surroundings. The new construction would be clustered on the site and exhibit defined boundaries and generous vegetative screening. As such, compatibility of the site with its surroundings is found to be maintained.

3. Relationship of the design to the site;

   As stated above, the site configuration will include a series of four buildings (3 new) clustered around a central courtyard and traversed by a one-way access road. Those buildings with frontage on Pratt Avenue will feature a stepped design and a minimum setback of 20 feet from Pratt Avenue so as to limit visual prominence and provide continuity with other properties proximate to the site, which are developed with similar setbacks. Therefore, given the site constraints, the relationship of the design to the site appears to strike an appropriate balance between function and aesthetics.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   The segments of Pratt Avenue proximate to the subject site do not exhibit a unified or historical character. The surrounding area features residential uses, industrial/agricultural production uses, and vineyards. The proposed design is generally consistent with Vineyard Lodge II and the existing character of the site and would not depart significantly from that existing character. The project is therefore not expected to impact an area having a unified or historical character.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   The subject buildings with frontage on Pratt Avenue will be stepped in height such that the buildings along Pratt will be two stories in front (with max height of 29'2") with taller (3-story) portions confined to the rear of the site (max height of 40'2"). Similarly, the buildings will feature a minimum 20' setback from the Pratt Avenue Property line (50' from Pratt Centerline) in an effort to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby. Further, this site serves as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue.

6. Compatibility with future construction both on and off the site;

   The project design is contemporary in style, but with traditional detailing. The buildings feature a neutral color palette. The proposed design would not introduce an element that was so unique or exceptional as to make it incompatible with future development on and/or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed buildings will be contemporary in style, but feature some craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated foundation. Exterior walls would be clad in a combination of painted clapboard siding and stained red cedar siding and punctuated with clad windows. The buildings would feature articulated roof-lines with asphalt shingles. The proposed color palette includes neutral hues like brown, natural wood, and moss green. The proposed color and materials reflect traditional materials and colors that would help the buildings to more readily blend in with their surroundings. The architectural design, material, and colors are responsive to the needs of the site and appropriate to the function of the project and generally compatible with adjacent buildings and uses.

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;

   The proposed site configuration would feature three buildings clustered around a central courtyard. The site would be traversed by a one-way access road with parking clustered around the outer portions of the site, screened with significant amounts of vegetation. As such, the site configuration is expected to provide for a desirable environment that is both functional and aesthetically pleasing to residents 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;

   The project proposes a generous level of landscaping and will retain a number of trees at the property frontage to promote screening. The level of landscaping will soften the look of the new buildings and appears to be appropriate for the use and to promote continuity with surrounding properties.

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;

    The project will include interior students commons and dining area as well as an outdoor courtyard and amenity area. In addition, the project will provide alternative forms of transportation to serve the student population and facilitate ease of travel between the subject site and Greystone Campus as well as other destinations. Given the on-site amenities and provision of alternative transportation, the project is expected to provide sufficient ancillary functions to support the functionality of the student dormitory use and which are of a design that is consistent with the overall aesthetic.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    Primary automotive access will from Pratt Avenue and Vineyard Road, both of which were found to provide adequate circulation and access to the project site

and have been conditioned to be improved to address project specific impacts. Onsite circulation and access is provided via one-way access road off of Vineyard Road and exiting at Pratt Avenue. This access road is expected to provide convenient vehicular site access. In addition, the project will be subject to Mitigation Measure Trans-2, which amongst other things, requires that the applicant introduce a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 thereby promoting more safe and convenient connectivity for bicyclists. Accordingly, the project is expected to promote safe and convenient access for all types of transportation.

12. Whether natural features are appropriately preserved and integrated with the project;

    As a previously developed site, the Vineyard Lodge Housing site does not contain any significant natural features with the exception of some Coast Live Oak Trees. To accommodate the proposed buildings, the project will remove two (2) Coast Live Oaks, which pursuant to Mitigation Measure BIO-1, shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every one tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. As such, the project will integrate natural features to the extent possible and where that is not possible, will mitigate accordingly.

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;

    Please refer to response No. 7.

14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

    Please refer to response No. 4

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;

    The proposed landscape plan will feature a variety of trees, shrubs, and sod. The majority of existing Camphor trees at property frontage will be maintained. The landscape plan will feature 21 plant types which will be distributed throughout the site and promote continuity and unity throughout the site as well as soften the look of paved parking areas around the periphery of the site and provide shade.

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;

    With the exception of the sod, all proposed plant materials are considered "low" water use plantings and are expected to be adaptable to the St. Helena climate. Further, all plantings on site are required to comply with the City of St Helena Municipal Water Efficient Landscape Ordinance, which regulates landscaping water use.

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

    As detailed herein, the project will use efficient fixtures and comply with Title 24 building standards. In addition, most landscaping will be comprised of low water use planting and will comply with the City of St Helena Municipal Water Efficient Landscape Ordinance. Further, the project will limit parking so as to avoid inducing vehicular travel demands and Green House Gas production by promoting use of alternative transportation and ride sharing. As such, the project will promote sustainable practices and climate protection.

C. SETBACK VARIANCE. Pursuant to Municipal Code Section 17.172.050, the City Council makes the following variance findings to support the motion to approve a setback variance:

(b) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

The currently configured parcel was created in 1971 subject to dedication of a 20 foot strip of land along the northwesterly side of Pratt Avenue, creating a 60 foot right of way. As demonstrated in the applicant's setback variance request, neighboring properties were either (1) not required to dedicate land, or (2) were required to dedicate only a 10 foot strip of land. In addition, the property has a unique triangle shape with its widest and most developable portion immediately adjoining the property line subject to the special Pratt Avenue setback requirement. Literal enforcement of the 36 foot setback requirement from the property line—which encroaches 10-20 feet more into the property than does the property line at neighboring properties—would create a hardship peculiar to the property.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

Granting a variance would not constitute a special privilege for the property relative to neighboring properties. Six neighboring homes on the northwesterly side of Pratt Avenue are situated within the special 36 foot setback, none of which were required to dedicate a 20 foot strip of land like that of the subject property. The proposed development plan will exhibit a greater setback than what currently exists for the Vineyard Lodge 1 building (proposed for demolition). In light of the above, it is found that granting a setback variance is necessary for the preservation and enjoyment of the applicant's substantial property rights that are possessed by nearby properties that are developed in similar proximity to the northwestern boundary of Pratt Avenue.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest, as the new developed portion of the property will be located further from Pratt Avenue than the existing Vineyard Lodge I, proposed for demolition. In addition, large mature trees along a substantial portion of the site frontage and along its other borders will screen the views of the new dormitory development. Recognizing the unique nature of the property and granting a Variance does not impair the purpose and intent of the Code's Variance chapter.

The chapter's stated purpose is, in part, to allow for deviation from a strict application of the Code in the event that a property exhibits an unusual shape or other exceptional characteristic, and as a result would be subjected to practical difficulties or undue hardship in their development. Authorization of the Variance is consistent with St. Helena's longstanding efforts to manage growth by encouraging further development of already developed parcels, rather than removal of vineyards within City limits, and would not adversely affect the General Plan. The project's 123-bed expansion to serve a projected enrollment expansion of 100 students will allow students who currently compete for housing with members of the St. Helena workforce to move into student dormitories; freeing up that housing would benefit St. Helena families and employees.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

The property has a unique shape and was required to dedicate a larger strip of land relative to other nearby properties subject to the 36 foot special setback. Accordingly, the property's condition is not so general or recurrent in nature to make formulation of a general regulation addressing the issue reasonably practicable.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

D. PARKING VARIANCE. Pursuant to Municipal Code Section 17.172.050, the City Council makes the following variance findings to support the motion to approve a parking variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

Imposition of the Code's parking requirement for a "rooming, boarding, or lodging house" or "hotel" in the student dormitory context would create a hardship peculiar to the property. Rooming, boarding, or lodging houses traditionally serve individuals unaffiliated with a college or university, who in a community such as St. Helena likely would require use of an automobile for daily activities. Similarly, hotels in St. Helena traditionally serve visitors exploring the region's amenities by private automobile. Requiring one parking space for each guestroom in those contexts is justifiable given the expected patterns of vehicle use, and the potential that failure to provide ample parking spaces could negatively affect neighboring properties. The Culinary Institute of America's students, on the other hand, are offered shuttle service for their daily trips to and from the Greystone Campus, do not require a car for the vast majority of their daily school-related activities, and are offered on-demand car rental for personal trips as well as access to free bicycles on site. Imposition of a one space per dormitory room requirement would create a hardship by dramatically changing the project as proposed and would require elimination of an open quad gathering area and potential reduction in number of student beds in favor of a hardscape parking lot.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

The Variance would not constitute a special privilege for the property relative to neighboring properties, none of which are developed with student dormitories that require limited on-site parking. Given the unique and limited travel patterns of student residents of the dormitory, with the Variance both the property and neighboring properties will be subject to minimum parking requirements tailored to actual expected travel patterns and parking space demand, and neither the property nor neighboring properties will be required to provide unnecessary parking spaces reducing enjoyment of substantial property rights.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest. The Culinary Institute of America will provide shuttle and on-demand car rental service, will impose a highly restrictive permit system both at the property and the Greystone Campus discouraging students without assigned parking from bringing cars to St. Helena, will provide free bicycles for use by students, and is amenable to restrictions on parking in the surrounding area to benefit nearby residents by discouraging student parking off the property. The Variance serves the public interest by effectively removing vehicles from City streets, particularly St. Helena Highway, encouraging environmentally-friendly and efficient transportation to and from the Greystone Campus. The parking Variance does not impair the purpose and intent of the Code's Variance chapter. The chapter's stated purpose is, in part, to allow variation from strict application of the Code where extraordinary situations or conditions mean that literal enforcement would involve practical difficulties or would cause undue hardship. Here, requiring unnecessary parking spaces would work against the public interest and cause undue hardship to the property and the school. Authorization of the Variance is consistent with City and regional policies encouraging use of alternate modes of travel, both to reduce harm to the environment and to take traffic off local roads, and would not adversely affect the General Plan. These policies and goals are consistent with the project's shuttle service and free bicycle program that reduce the need for parking and provides further support for the parking Variance.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

Formulation of a general regulation is not reasonably practicable given the lack of other student dormitories in the City, the targeted transportation options provided to the Culinary Institute of America's students, and consistency with parking reduction practices at other California campuses as discussed in the Crane Transportation Memo that justify the Variance.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

E. Pursuant to Municipal Code Section 17.124.030 (H), the City Council further finds that the Vineyard Lodge Housing Site constitutes an “unlisted use” and determines that based on the particularities of the proposed project, including the dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, the provision of 69 designated parking spaces is sufficient to serve the project site.

F. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the City Council finds that The Vineyard Lodge dormitories are appurtenant to the CIA at Greystone and provide affordable and convenient lodging for students enrolled in a culinary program. As conditioned, it is expected that the project would operate in an acceptable manner and therefore, the City Council makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

The site operation is expected to be substantially similar to that currently existing. There is no expectation that the expansion of the student housing would generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

   At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environment present on-site and in the vicinity. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

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

   As detailed in the Noise Impact Study (Appendix L of the IS/MND), the project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The Project will not result in substantial adverse impacts associated with any public facilities or services. The project site is located adjacent to the urban limit line and is well served by existing public utilities and services. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. The project site is also located proximate to the police and fire stations. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, the project will not place excessive demands on any public services.

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

The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore, ingress and egress is considered adequate.

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

   The proposed student housing is appurtenant to the Culinary Institute of America Greystone Campus. The housing would not displace local serving uses nor impair the City's viability of maintaining a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and would be conditioned accordingly. Given that the proposed use serves an infill and expansion of an existing use there is no expectation that the proposed project would introduce an element that would conflict with the intent of the PQP zoning designation.

8. That the proposed use would not be in conflict with the City's General Plan.
   As detailed, herein the project would comply with applicable General Plan policies.

9. That the proposed use would not be injurious to public health, safety, or welfare.
   The proposed project consists of infill student housing that would operate in a manner substantially similar to the existing Vineyard Lodge Housing. As such, the project would not be injurious to health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    Use permits are considered on a case by case basis and based on the specific merits of a given project. Accordingly, the granting of this use permit would not influence future decisions or otherwise set a precedent.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    The applicant proposes to provide a level of parking commensurate with the demand exhibited by the current residents of Vineyard Lodge Housing Site. At present, 31 percent of residents hold parking permits. It is reasonably expected that this level of demand would continue with implementation of the proposed project which would translate to 69 designated spaces for the total proposed resident population of 224 students. .

    There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue or not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. As such, the project is expected to be able to accommodate long term parking needs for residents of the site.

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

    As detailed in the Traffic Impact Report (Appendix Q of the IS/MND), the project's trip generation is minimal (approximately 4 trips during am and pm peak hours) and therefore the capacity of streets is presumed to be adequate.

G. The City Council approves the demolition permit, design review, variances, and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.

2. 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.
3. 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.
4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval and the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
8. 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.
9. 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.
10. Construction shall be in compliance with plans submitted and reviewed by the City Council on May 23, 2017, except as modified herein.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance and shall clearly demonstrate no light trespass will occur off of the project site.
13. Trash bins shall not be visible from public right-of-way. The trash enclosure(s) will be constructed of opaque materials and be of sufficient size to permit the storage, removal and replacement of standard commercial size trash bins. No collection,

storage or stacking of garbage, trash and refuse is permitted outside the trash enclosure.

14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure efficient watering and to maintain good health and vitality of landscape materials.
15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Zoning Code shall be obtained prior to installation of signage.
16. 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.
17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the Vineyard Lodge Housing Site except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in Resolution No. 2004-33 or 2008-75 and these conditions of approval, these conditions shall supersede the previous permit and associated conditions.
19. This approval authorizes dormitories appurtenant to the Culinary Institute of America at Greystone. Any significant change(s) to the operation of the approved use, including a substantial change in the operational characteristics of the site, intensity, or type(s) of uses shall require amendment to this use permit.
20. Rental and/or occupancy of Vineyard Lodge dormitories shall be limited only to students who are actively enrolled at the Culinary Institute of America at Greystone in an Associate, Bachelor's, Master's and/or other Certificate Degree Programs with the exception that an on-site manager(s) shall reside on site consistent with

State Housing Law, Title 25. The student's length of stay shall be commensurate with the respective degree program.

21. The Applicant shall provide a detailed Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved shall be provided to any member of the public upon request and kept in the hard copy and digital project file and made available to the public as requested.
22. Parking Permits issued to students who are actively enrolled at the Culinary Institute of America at Greystone for the Vineyard Lodge Housing Site shall not exceed 69 permits at any one time.
23. No off-street parking is allowed on the Southside of Pratt Avenue, east of the Railroad Tracks.
24. The applicant shall obtain all required approvals in writing for communal kitchen facilities from the Napa County Department of Environmental Management. A copy of the approval shall be provided to the City and added to the project file.
25. Prior to issuance of building permit, the applicant shall enter into a Joint Water Use Agreement with the City and applicable to 830 Pratt Avenue and 2555 Main Street. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year. Said agreement is subject to the approval of the St Helena City Council.

Public Works Department Conditions

26. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

27. For any improvements outside the existing building envelope, a grading and drainage plan showing topographic data, all easements, infrastructure onsite and directly adjoining, and an erosion control plan shall be submitted for review and approval by the City Engineer prior to the issuance of a building permit. If the project entails more than 50 cubic yards of soil disturbance, 10,000 square feet of disturbance area, a cut or fill of 3 feet or more, or alteration of any drainage pattern, a grading permit shall be required.

28. 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.

29. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum

30. The applicant shall adhere to the latest Water Agreement with the City and shall incorporate water conservation practices into the proposed project per the Water Availability Analysis prepared by Summit Engineering, dated September 2, 2016. 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.

31. 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).

32. A Post Construction Stormwater Operations and Maintenance Plan that provides a color-coded plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the Post Construction Stormwater Best Management Practices.

33. Prior to Certificate of Occupancy, the Applicant shall enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City.

34. 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).

35. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

36. 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.

37. 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 building permit. The plan shall be coordinated with any civil grading/drainage/improvement plans.

38. 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.

39. The developer shall underground all on-site utility lines per St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of applicant.

40. Due to the economic and engineering infeasibility of undergrounding regional serving overhead power lines, such existing lines may remain on overhead power poles.

41. Provide details of any and all proposed fencing, gates and/or walls on all plans submitted for building permit review.

42. 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.

43. Remodels or new construction which requires 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.

44. No construction shall commence until adequate access to fire water supply is available to building sites, and the Fire Chief shall ensure adequate access to fire water supply prior to issuance of building permits.

45. In order to confirm the theoretical assumptions in the provided sewer capacity study, the applicant is required to perform 7-day flow monitoring at the downstream sanitary sewer manholes (No. 6-5 and No. 6-18) to verify that the existing sewer pipe has adequate capacity to accommodate the proposed additional flows prior to building permit approval. Peak sewer flows will not be allowed to exceed 2/3 full pipe. If insufficient capacity is available at the site and with the current infrastructure, a new sanitary sewer must be constructed with adequate capacity by the owner as a condition of the site development.

46. Construct frontage improvements in accordance with the *Frontage Improvement Plan* prepared by Summit Engineering, dated December 7, 2016. Said improvements shall include a full with grind and overlay of 0.10 feet and a cross section consisting of a minimum of 8' parallel parking, 5' bike lane, and 12' lanes (east and west).

47. 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.

48. 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.

49. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

50. 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

51. A building permit is required for all onsite demolition, construction and/or change of occupancy.

52. 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.

53. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

54. The applicant shall provide a construction waste management plan with the building permit application.

55. 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.

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

57. 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

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

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017, by the following vote:

Mayor Galbraith: _____
Vice Mayor White: _____
Councilmember Dohring: _____
Councilmember Koberstein: _____
Councilmember Ellsworth: _____

APPROVED:

_____
Alan Galbraith, Mayor

ATTEST:

_____
Cindy Black, City Clerk

ATTACHMENT 1

CITY OF ST. HELENA
RESOLUTION NO. 20XXF-

DENIAL OF AN APPEAL OF THE PLANNING COMMISSION DECISION TO DENY THE CULINARY INSITUTE OF AMERICA'S APPLICATION FOR A USE PERMIT AND DESIGN REVIEW FOR 2555 MAIN STREET, AND DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE WINERY,/PLANNED DEVELOPMENT/HISTORIC PRESERVATION AND PQP ZONING DISTRICTS, RESPECTIVELY.

PROPERTY OWNER: CULINARY INSITUTE OF AMERICA **APN:** 009-131-003 AND 009-010-024

Recitals

1. **Whereas,** the Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** the Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** the entitlements requested for the Greystone property (2555 Main Street) and the Vineyard Lodge Housing Site (830 Pratt Avenue) are effectively intertwined and viewed as one project under CEQA such that the approval or disapproval of entitlements related to one property could necessarily apply to the other.
4. **Whereas**, The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017, which was continued to a date certain, March 7, 2017. At this meeting, the Planning Commission determined the project was inconsistent with the required findings needed to approve the project, and directed staff to prepare a resolution for denial, for review and action on March 21, 2017.
5. **Whereas,** At the conclusion of the public hearing on March 21, 2017 and having further deliberated the matter, the Planning Commission approved a resolution to deny the application in its entirety and without prejudice.
6. **Whereas,** The Applicant filed a timely appeal of the Planning Commission's decision to the City Council and in accordance with Municipal Code Chapter 1.16.
7. **Whereas,** The City Council considered the Applicant's Appeal at a duly noticed public hearing on May 23, 2017. The City Council, after reviewing materials provided from the Planning Commission Public Hearing, as well as considering the record of the proceedings before the City Council, the written evidence submitted for the Council Public Hearing, and the testimony and other evidence submitted at the Council Public Hearing, voted to uphold the decision of the Planning Commission thereby denying the appeal and denying the project in its entirety and without prejudice.

[Type text]

Resolution

The City Council of the City of St. Helena, State of California, hereby denies the appeal of the Planning Commission's decision to deny an application for a Use Permit and Design Review for 2555 Main Street, and Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue on the following basis:

1. The foregoing Recitals are true and correct and are incorporated herein and form a part of this Resolution.
2. The City Council hereby finds that this project is exempt from the California Environmental Quality Act pursuant to Section 15270 of the CEQA Guidelines, which exempts projects that a public agency rejects or disapproves.
3. Design Review. The City Council has considered the findings identified in St. Helena Municipal Code ("SHMC") Section 17.164.030 required to support approval of a Design Review Permit and hereby finds that the project applicant does not meet all of the required findings in that:
   A. The proposed Vineyard Lodge Housing development project would not be consistent with applicable General Plan policies given that its scale and massing is not found to be sympathetic or complementary to historic and distinctive neighborhoods of the City, nor does it sufficiently retain the rural small town quality and character of St. Helena.
   B. The form and massing of the Vineyard Lodge Building's would not be compatible with the immediate environment of the site in that the height, massing and square footage exhibited by the proposed dormitory buildings were incompatible with the residential buildings and general character of the immediate vicinity.
   C. The Vineyard Lodge Housing design does not promote harmonious transition in scale and character in areas between different designated land uses in that the proposed dormitory building on Pratt Avenue exhibits a scale and density significantly greater than that of the surrounding area and is not compatible with the surrounding character.
4. Use Permit. The City Council has considered the findings identified in SHMC Section 17.168.050 required to support approval of a Use Permit and hereby finds that the project does not meet all of the required findings in that:

   A. The proposed Vineyard Lodge Housing use would generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses, given the significant increase in the number of on-site residents.

   B. The proposed Vineyard Lodge Housing use would make excessive demands on the provision of public services including, sewer capacity and vehicular circulation, based on the existing design and odor issues associated with the

Crinella Pump Station and the proposed reductions in the setback from the roadway.

C. The proposed Vineyard Lodge Housing use would not be compatible with surrounding land uses and would conflict with the purpose established for the district within which it would be located given its location outside of the urban limit line, deviation from the agricultural and residential character of surrounding land uses and the lack of compliance with the required setback and parking requirements of said Districts and location.

D. The parking plan submitted by the applicant does not demonstrate adequate off-street parking at the Vineyard Lodge Housing Site as needed to accommodate the long term parking needs of residents, guests and events proposed to occur at the project site, as a component of the proposed dormitory land use.

5. To the extent not expressly stated above, the City Council hereby incorporates herein, and adopts herein as its findings, the statements and comments for denial made by the members of the City Council during the public hearing and deliberations on the project.
6. Except as set forth above, and/or in statements made by members of the Planning Commission in their review and deliberations over the proposed project, the Planning Commission finds that the project is in general compliance with the elements of the Design Review Criteria and Use Permit findings.
7. In making the findings in this Resolution, the City Council relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report, City files for this matter, correspondence, presentations and other materials.
8. Denial of Appeal. Based on the foregoing, the City Council does hereby deny the appeal and the Culinary Institute of America's application for a Use Permit and Design Review for 2555 Main Street, and Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017 by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Koberstein: _____

Councilmember Dohring: _____

Councilmember Ellsworth: _____

[Type text]

APPROVED:

_____
Alan Galbraith, Mayor

ATTEST:

_____
Cindy Black, City Clerk

GIBSON DUNN

RECEIVED
PLANNING DEPARTMENT
APR 0 4 2017
City of St. Helena

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April 4, 2017

Ms. Cindy Black, City Clerk
Office of the City Clerk
1480 Main Street
St. Helena, CA 94574
cityclerk@cityofsthelena.org

Via Hand Delivery and Email

Re: Appeal of Planning Commission Actions on Culinary Institute of America 2555 Main Street (Greystone Campus) and 830 Pratt Avenue (Vineyard Lodge Housing Site) Project

Dear City Clerk Black:

On behalf of the Culinary Institute of America (CIA), we write to file an appeal pursuant to Municipal Code Section 17.08.180 from the following actions taken at the City of St. Helena Planning Commission's March 21, 2017 meeting: (1) denial of Design Review and Use Permit approvals for the CIA's project at its Greystone Campus at 2555 Main Street (APN 009-131-003) (the "Greystone Project"), and (2) denial of Demolition Permit, Design Review, Use Permit, and Variance approvals for the CIA's project at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN 009-010-024) (the "Vineyard Lodge Project"). Under separate cover, we are submitting the City's appeal form, completed with the details of this appeal and the required filing fees. A copy of that form is also attached to this letter for your convenience.

CIA respectfully requests that the City Council, pursuant to Municipal Code Section 17.08.180(H), exercise its *de novo* review powers to reverse the decision of the Planning Commission, grant the CIA's appeal, make all required and appropriate findings under the California Environmental Quality Act (CEQA) and Sections 17.168.050, 17.172.050, 17.164.030, and 17.164.050 of the St, Helena Municipal Code (the "Code") and approve: (1) the Design Review and Use Permit approvals for the Greystone Campus, and (2) the Demolition Permit, Design Review, Use Permit, and Variance approvals for the Vineyard Lodge Housing Site.

The *de novo* standard under Section 17.08.180 for this appeal requires the City Council to take a "fresh look" at the Greystone and Vineyard Lodge Projects (the "Projects"). The City's Planning and Community Improvement Department recommended approval of both Projects and their reasoning, as well as the substantial evidence supporting both the recommendation and all the required findings for approval under the Code, was persuasively and clearly set forth in the staff reports for the February 21 and March 7 Planning Commission hearings. In addition, CIA filed supplemental materials in advance of or during each Planning Commission hearing (February 21,

March 7, and March 21), demonstrating that all the required findings under the Code for approving the Use Permit, Variances and the Design Review were met.

The CIA takes this appeal because it disagrees with the denial of the applications for the Projects as well as the proposed findings for the Planning Commission as set forth in its March 21, 2017 agenda item.

The Planning Commission, in denying the Projects, made findings pertaining only to the Design Review and Use Permit approvals for the Vineyard Lodge Project, not for the Greystone Project. Because appeals from decisions of the Planning Commission are reviewed *de novo* by the City Council, the proposal must be considered independently and without deference to the Planning Commission. The St. Helena Code, in establishing a *de novo* standard of review, vests the authority to render a decision on proposed projects (such as the ones before you) in the City's elected representatives, the City Council.

The *de novo* review is particularly appropriate in these unusual circumstances where only four members of the Planning Commission were eligible to vote, one of whom was newly appointed to the Commission. Further, the Planning Commissioners elected not to vote on each of the Code mandated findings in rejecting the CIA's application, thus indicating that they were leaving the full analysis to the Council in its *de novo* power. We would note for the record, that a subsequent draft of the Commission's findings that we received on March 27 did determine that all other needed findings other than these seven specific findings had been made in the CIA's favor. As a result, all required and appropriate findings to issue project approvals can and should be made by the City Council, to allow this important project to proceed.

The CIA is a world-class culinary college that has been, and will continue to be with the approval of the Projects, a key community partner in the City contributing directly to the City's tax base and providing approximately $2 million in annual economic benefit to the City. The CIA's Master Plan contains two linked components, improvements to the Greystone Campus and additional student housing at the Vineyard Lodge Housing Site. Approval of these components is critical to preserving the CIA's vital economic presence in the City.

The Vineyard Lodge Project is particularly important given the severe housing shortages and constraints in both the City and the broader Napa Valley, which limits the CIA's ability to attract top students to its program. City Council approval of the Vineyard Lodge Project will reduce pressures on the City's housing stock by allowing students to live in on-campus housing. This shift to on-campus housing will also take pressure off of the City's roadways, because of the CIA's commitment to expanding its existing shuttle service to the Greystone Campus and to subsidizing a new bicycle lane along Pratt Avenue between the Vineyard Lodge Housing Site and the Pratt Avenue/State Route 29 (Main Street) intersection. The Vineyard Lodge Project has been thoughtfully designed to harmoniously enrich its industrial and agricultural surroundings, and massed to complement nearby residential areas along Pratt Avenue.

In conclusion, the CIA respectfully requests that the City Council exercise its *de novo* review powers required under the St. Helena Municipal Code to reverse the Planning Commission's decision, grant the CIA's appeal, approve the Greystone and Vineyard Lodge Projects and make all required and appropriate findings in support of the necessary project approvals for these Projects, which are critical to the near-term and long-term success of the CIA in the City.

Per the requirements of Municipal Code Section 17.08.180(C), my contact information and that of Mr. Bensel's of the CIA is provided below.

Sincerely,



Mary G. Murphy
Gibson Dunn & Crutcher LLP

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(415) 393-8257
MGMurphy@gibsondunn.com

cc: **Chuck Meibeyer**

Thomas Bensel
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April 24, 2017

Mayor Alan Galbraith
Members of the St. Helena City Council
1480 Main Street
St. Helena, CA 94574

Via Hand Delivery

Re: Appeal of Planning Commission Actions on Culinary Institute of America (CIA) Campus Master Plan: (i) 2555 Main Street (Greystone Campus) Design Review and Use Permit (File No. PL16-042) ("Greystone Campus Project"); and (ii) 830 Pratt Avenue (Vineyard Lodge) Demolition Permit, Design Review, Use Permit and Variance (File No. PL16-043)("Vineyard Lodge Project")

Dear Mayor Galbraith and City Councilmembers:

The Culinary Institute of America (CIA) respectfully requests through this appeal that the City Council exercise its *de novo*, "fresh look" review powers—as required under Municipal Code Section 17.08.180(H)—to reverse the Planning Commission's decision to deny the above-referenced Greystone Campus Project and Vineyard Lodge Project (collectively, the "Projects") and approve both Projects in their entirety. The de novo power vested in the Council under the St. Helena Municipal Code provides the Council both the authority and the obligation to independently consider the Projects on their merits. Although the decision before you takes the form of an appeal, no deference is required or afforded to the Planning Commission's decision. As the City's Planning Department (Department) clearly delineated in its prior staff reports to the Planning Commission, the Projects meet all of the criteria for the required approvals. Substantial evidence in the record supports approval of the Projects, and the City Council can and should exercise its discretion to make all required Municipal Code findings to allow these important Projects to proceed as proposed by the CIA.

The CIA has been a vital contributor to the City's economy and culture for decades. For the CIA to continue to attract top students to its program, thoughtful, incremental expansion of student housing is a necessity. The proposed Projects before this Council are far from radical. Rather than seeking to address its long-term needs through expansion at an additional location in St. Helena, the CIA instead has proposed to simply more effectively utilize its two existing, developed sites. The Projects propose to improve and preserve the historic Greystone Campus and its surrounding environs and replace one of the existing dormitories on Pratt Avenue with a thoughtfully designed and appropriately scaled set of new dormitory buildings. The dormitory project will demolish the former

convalescent home (which was previously re-purposed as a dormitory) with new compatible dormitory buildings that increase on-campus housing by 123 beds. By approving the Projects, the City Council can advance the interests of all St. Helenans, reducing pressures on City housing stock by bringing CIA students to on-campus housing at an existing housing site. Moreover, CIA has designed the Projects to reduce traffic on congested City and Napa Valley roadways by placing additional students in on-campus housing—and on shuttle buses or bicycles between that housing and educational offerings at the Greystone Campus. We believe the Projects represent a proverbial "win-win". They allow the continued vitality of an important contributor to the life of St. Helena while also improving life in the City by rationalizing and reducing traffic and relieving pressure on the housing stock. We ask that the City Council exercise its authority in approving these Projects to promote these crucial, community-wide public policy interests.

I. Legal Basis for Approving the Projects

Substantial evidence before the City Council, including the Department's staff reports to the Planning Commission and additional materials submitted by the CIA, should persuade the City Council to make all required and appropriate findings under the California Environmental Quality Act (CEQA) and the City's Municipal Code for the Vineyard Lodge and Greystone Campus Projects. **Exhibit A** contains a full copy of the Vineyard Lodge Project staff report, and **Exhibit B** contains a full copy of the Greystone Campus Project staff report. Additional materials provided by CIA are also in the public record, including the exhibits submitted with this letter. This letter summarizes the substantial evidence in the record that supports approval for both Projects.

A. Vineyard Lodge Project

The Vineyard Lodge Project requires City approval of a Demolition Permit, Design Review, Use Permit, and Variance. The staff report presented in **Exhibit A**, along with the supplemental materials prepared by the CIA and already included in the public record, provide ample evidence to permit the City Council to make the required approval findings for the Vineyard Lodge Project. The Planning Commission denied the approval of the Vineyard Lodge Project at its March 7 meeting. Department staff received direction to prepare a denial resolution, which was ultimately adopted at the Planning Commission's April 18 meeting. Although there have been three public potential versions of Planning Commission Resolution PC2017-013, denying approval of both the Vineyard Lodge and Greystone Campus Projects, all three share the same key characteristic: their specific denial findings are limited to the Design Review and Use Permit approvals for the Vineyard Lodge Project only. **Exhibit C** contains the three versions of Resolution PC2017-013, with the specific denial findings highlighted for reference.

Those findings, as well as the more generic incorporation and adoption of "statements and comments for denial made by the members of the Planning Commission during the public hearing and deliberations on the project," (Resolution PC2017-013, Finding #5) are not due any deference under binding provisions of the Municipal Code requiring the City's elected officials—representing all St. Helenans—to exercise *de novo*, or "fresh look" review of the Projects in their entirety. (Municipal Code Section 17.08.180(H).) Nor is any deference due to the denial of the Projects itself. The City Council has the right and obligation to consider the Projects anew as the final decision maker.[1]

1. *Vineyard Lodge Project Design Review*

The Department thoroughly analyzed the Vineyard Lodge Project's consistency with the required Design Review findings under Municipal Code Section 17.164.030, and determined that all 17 required findings could be made. (**Exhibit A**, p. 11-14.) Rather than reiterating this thorough analysis, in this letter the CIA focuses on the three limited areas where the Planning Commission disagreed with the staff's recommendation of approval and concluded that appropriate findings could not be made regarding: (i) General Plan consistency, (ii) form and massing, and (iii) transition between land uses. The City Council currently has before it all the evidence necessary to make all required Design Review approval findings, as discussed in greater detail below.[2]

The Vineyard Lodge Project is consistent with applicable General Plan policies. (See Resolution PC2017-013, Finding #3.A.) In advance of the March 7 Planning Commission meeting, the CIA produced for the record a document titled "CIA Comments Regarding General Plan Consistency," attached as **Exhibit E**. In that document, the CIA rebutted project opponents' General Plan-related claims, as follows:

- General Plan Policy 4.3.1 calls for the City to: "Preserve the rural small town quality of St. Helena which includes the compact commercial core of one and two story buildings." The project does so by utilizing an existing housing site outside of the compact commercial core to provide more housing for its students.
- General Plan Policy 4.3.5 calls for the City to: "Require future residential development to conform to the pattern and density of older, neighboring areas of town in order to

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[1] In response to comments on the Projects' CEQA document, Department staff prepared a comprehensive document titled "Response to Comments on the Draft Initial Study/Mitigated Negative Declaration," demonstrating that the Projects have been adequately analyzed under CEQA. That document is already in the record, and is attached here as **Exhibit D** for the Council's convenience.

[2] In response to community and Planning Commission input, the CIA has reduced the peak height of the roofline along Pratt Avenue from 36 feet to 29 feet two inches by eliminating limited architectural features that were originally suggested by the Department for aesthetic purposes. Updated plans reflecting those changes are attached as **Exhibit J**. These updates further alleviate any concerns expressed about project design, and support issuance of Design Review approval by the City Council.

complement existing town character and ensure that densities are high enough to protect against unnecessary incursion into vineyard agricultural areas." The project does so by adding density in an appropriate, previously developed location, in the vicinity of an existing wine warehouse, tank farm, and sewage treatment ponds. The property was rezoned to PQP, Public-Quasi-Public, in 2008, along with approval of the 60 additional dormitory beds in the building known as Vineyard Lodge 2. The City appropriately recognized at that time that the site is well-suited for student housing. Approval of the Project would reduce pressure on St. Helena's existing housing stock and protect against unnecessary incursion into vineyard agricultural areas to accommodate the City's housing needs.

- A host of other General Plan policies, including those cited in the staff report as well as 17 additional policies cited by the CIA, are specifically advanced by the Vineyard Lodge Project, as described in **Exhibit E**, pages 2-4.

The Vineyard Lodge Project's form and massing is compatible with the site's immediate environment and the immediate vicinity's general character. (See Resolution PC2017-013, Finding #3.B.) As the Department's staff report correctly notes, the site is situated within an area where medium density housing development borders agricultural land uses, including the adjacent Beringer Winery warehouse building and wastewater treatment facilities. (**Exhibit A**, p. 11.) Any assertion that the project is incompatible with "the residential buildings and general character of the immediate vicinity" is incorrect for two key reasons. First, the site is currently developed with two one- to two-story dormitory buildings, and the expansion of the dormitory facilities "is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings...." (**Exhibit A**, p. 11.) Second, it ignores the nearby agricultural and winery-related land uses. There is nothing inherently incompatible between agricultural use and residential use. Otherwise, one could just as easily conclude that any similar residential development would be incompatible with adjacent agricultural uses anywhere in the City. Viewing the mix and adjacencies of existing uses and the area as a whole—as the Department correctly did in its staff report—the project satisfies the "compatibility" finding required for Design Review approval.

The Vineyard Lodge Project promotes harmonious transition in scale and character in areas between different designated land uses. (See Resolution PC2017-013, Finding #3.C.) This finding is supported for similar reasons to the "compatibility" finding discussed above. As noted in the staff report, rather than maximizing the site's full potential for student housing development, the CIA has proposed a project with stepped-back height from Pratt Avenue to the rear of the site, hundreds of feet removed from nearby residential development, and includes a substantial setback from Pratt Avenue's centerline. This was done "to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby." (**Exhibit A**, p. 12.) By doing so, the project site will continue to "serve[] as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue." (**Exhibit A**, p. 12.) The project will enhance, rather than detract from, the harmonious transition between different designated land uses.

The Department correctly determined that the Vineyard Lodge project satisfied all required Design Review findings, and recommended Design Review approval. As noted above, the design before this Council has been modified to reduce the peak height roofline along Pratt Avenue from 36 to 29 feet two inches, in response to suggestions made at the Planning Commission. The Council can and should reach the same conclusion as the initial staff report and approve the project's Design Review, as further refined and set forth in Exhibit I.

2. *Vineyard Lodge Project Use Permit*

The Department also thoroughly analyzed the Vineyard Lodge Project's consistency with required Use Permit findings under Municipal Code Section 17.168.050, and determined that all 12 required findings could be made. (**Exhibit A**, p. 11-14.) As addressed above regarding the Design Review denial findings, in this letter the CIA focuses on the four areas where the Planning Commission concluded that appropriate findings could not be made: (i) noise, (ii) demands on public services, (iii) land use compatibility, and (iv) parking adequacy. The City Council has before it ample substantial evidence to make all required Use Permit findings, as discussed in greater detail below.

The Vineyard Lodge Project will not generate levels of noise that adversely affect the health, safety or welfare of neighboring properties or uses. (See Resolution PC2017-013, Finding #4.A.) As correctly noted in the staff report, at project operation the student housing use and noise environment would "continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards," and "is not expected to introduce a substantial permanent increase in the ambient noise environment...." (**Exhibit A**, p. 15.) Indeed, the City's CEQA document concludes, based on a study by ICF International, that: "[g]iven the presence of [ ] acoustical shielding and the rules that will be in place, student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m. or in a substantial increase above existing conditions. This impact is therefore considered to be less than significant." (Initial Study and Mitigated Negative Declaration p. 44.) The author of the ICF International report confirmed at the February 21 hearing that this determination was accurate even if all 224 students residing at the proposed Vineyard Lodge site were in the courtyard at the same time. This conclusion, based on actual expert noise testing using scientifically accepted methods, provides substantial evidence that noise concerns raised by project opponents are misplaced, and that the noise finding required for the Use Permit can be made.

The Vineyard Lodge Project would not make excessive demands on the provision of public services, including sewer capacity and vehicular circulation. (See Resolution PC2017-013, Finding #4.B.) As stated by the Department, "[t]he project site is located adjacent to the urban limit line and is well served by existing public utilities and services," and "will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities." (**Exhibit A**, p. 16.) The CIA submitted for the record a memorandum titled "Commission Supplemental Information" attached as **Exhibit F**, which contains a detailed response to the unsupported claim that the project would cause adverse impacts on St. Helena's sewer system. (**Exhibit F**, p. 1-2.) In summary, the continued discharge of wastewater to the City's sewer system at the existing flowrate of 30 gallons per minute ensure that there will be no increase in existing peak flow of the City's sewer between Pratt Avenue and the Crinella Pump Station.

In addition, any suggestion that the setback variance sought by the CIA would adversely affect vehicular circulation cannot be supported by evidence. Given that the Vineyard Lodge Project will reduce the number of student vehicles regularly using the City's roadways by relocating students currently residing in other housing and providing for regular shuttle service, it would make fewer, and certainly not "excessive," demands on City road infrastructure. The concept that students would use their cars for trips to locations other than the Greystone Campus was analyzed in the traffic study conducted for the City's CEQA document, which concluded that the number of such trips would be few. The CIA's February 20 letter to the Planning Commission, attached as **Exhibit G**, provides additional detail. (See **Exhibit G**, p. 2 (Traffic Issues), citing discussion in underlying November 2, 2016 Vineyard Lodge Traffic Study at p. 14-18.) In addition, the proposed bicycle infrastructure improvements would enhance, rather than detract from, public services. When the Vineyard Lodge Project's contribution to the City's general fund through development impact fees is taken into consideration, it becomes even more apparent that the Vineyard Lodge Project would not make excessive demands on the provision of public services.

The Vineyard Lodge Project would be compatible with surrounding land uses, and would not conflict with the project's PQP, Public-Quasi-Public zoning district's purposes. (See Resolution PC2017-013, Finding #4.C.) This finding can be made for the reasons discussed above under the Design Review approval. Moreover, as noted in the staff report, the Public-Quasi-Public district does not prescribe specific development standards but instead requires that all projects undergo a Use Permit review process to ensure that projects like the Vineyard Lodge Project will be subject to public debate and CEQA review, and that appropriate standards and conditions can be applied as necessary by City decisionmakers.

In addition, contrary to Planning Commission Finding #4.C (**Exhibit C-3**), the location of the Vineyard Lodge Project at the boundary of the Urban Limit Line does not create incompatibility with surrounding land uses. As described in greater detail in **Exhibit E**, page 2, the General Plan Introduction chapter's "Guiding Principles" clarify that the Growth Management policies that adopted the Urban Limit Line were designed to "restrict growth to a level consistent with the ability of the City to plan and provide the additional services necessary for a larger population." The Vineyard Lodge Project advances these policies by confining growth to a previously developed student housing site, protecting prime agricultural land, reducing student vehicle trips, preserving water supplies, and creating no negative effect on public service standards. The irrelevance of the setback variance to the Use Permit finding is discussed above, and the asserted "lack of compliance" with parking standards is discussed below. In short, the Vineyard Lodge Project is compatible with and complements surrounding land uses, and is in harmony with the applicable Public-Quasi-Public zoning designation, which was approved for this property when the City Council approved the prior dormitory expansion in 2008 notwithstanding the property's location at the boundary of the Urban Limit Line.

The proposed parking plan demonstrates ample off-street parking to accommodate the Vineyard Lodge Project's long-term parking needs. (See Resolution PC2017-013, Finding #4.D.) As described in the staff report, the current level of student parking demand at the existing dormitory facility is expected to continue with implementation of the Vineyard Lodge Project, and a 0.31 spaces per student dormitory bed requirement is sufficient. As the staff report determined, "[t]here is no reason to believe that the student to vehicle ratio would substantially change under the proposed

project" (**Exhibit A**, p. 17), because the CIA—unlike typical residential landlords—is uniquely situated to control student parking demand through issuance of a limited number of parking permits and provision of ample transportation options for students to travel between the Vineyard Lodge and the Greystone Campus, including frequent shuttle service and introduction of a scalable bike share program. The Crane Transportation Group provided a memorandum for the record, attached as **Exhibit H**, which details the unique student parking demands and parking policies seen at California colleges and universities. Additional support for the CIA's parking plan is provided in the CIA's February 20 letter to the Planning Commission, attached as **Exhibit G**, which amplifies the points made here and provides additional substantial evidence for the City Council to conclude that the Vineyard Lodge Project's parking demand will be adequately served by the proposed parking plan.

The Department correctly determined that the Vineyard Lodge Project satisfied all required Use Permit findings, and recommended Use Permit approval. Reviewing the ample evidence included in the staff reports and supporting materials *de novo*, the Council can and should reach the same conclusion and approve the Vineyard Lodge Project's Use Permit.

3. *Vineyard Lodge Project—Additional Approvals*

Two additional approvals are required for the Vineyard Lodge Project: (1) a Demolition Permit, and (2) a Variance. The Department's staff report provides a clear and cogent explanation of the Vineyard Lodge Project's satisfaction of all required findings for both, which are briefly discussed here as well.

a. Demolition Permit

The Department's staff report correctly explains that the building to be demolished—the former Marlinda Convalescent Home known today as "Vineyard Lodge 1"—is not a significant architectural or historic building, based on substantial evidence in the record. (**Exhibit A**, p. 9.) In addition, the demolition would not eliminate elements required to maintain the essential character of the neighborhood, given the building's status and history as a 1960s-era convalescent home. (**Exhibit A**, p. 9.) All required findings for the Demolition Permit can be made by the City Council.

b. Variance

1. Setback

A variance reducing the otherwise applicable special 36 foot setback is required for the Vineyard Lodge Project. As discussed in greater detail in the staff report, the CIA's property was uniquely required among its neighbors along Pratt Avenue to dedicate a 20 foot strip of land at the property's frontage, which contributes to the non-conformity with the current special 36 foot setback requirement from which the CIA seeks a variance. (**Exhibit A**, p. 18.) As part of the Vineyard Lodge Project, the CIA is proposing to meet the intent of the special setback by increasing the actual setback from the Pratt Avenue right of way, demolishing the existing Vineyard Lodge 1 building and siting the new construction at a 20 foot setback from the property line. (**Exhibit A**, p. 18-19.) These justifications are explained in greater detail in the staff report, as well as in **Exhibit G**, p. 5, and all

required findings for the setback variance can be made by the City Council based on substantial evidence in the record.

2. Parking

Notwithstanding that the Staff report discussed in detail the findings required for a parking variance, the staff report also concluded the Planning Commission could instead "determine an appropriate level of parking…to account for the uniqueness of this particular use," as the parking requirements for dormitories is not specifically set forth in the Municipal Code. (**Exhibit A**, p. 7.) As a result, the CIA believes that no variance is required to permit a 0.31 spaces per dormitory bed parking ratio, because the Municipal Code does not specifically list student dormitories as a separate residential parking category under Municipal Code Section 17.124.030.A. For unlisted uses such as student dormitories, Municipal Code Section 17.124.030.H provides that "[t]he planning commission shall determine the parking requirements for uses not specifically listed. In determining such requirements, the planning commission shall use the above requirements as a general rule and guide."

Applying that principle, the City Council has authority to adopt a project-specific parking determination, using listed-use parking requirements as a general rule and guide. As discussed in greater detail in the Use Permit discussion of the parking plan, substantial evidence in the record would support the City Council's adoption of a lower parking requirement for student housing than typically required for a "rooming, boarding or lodging house." Rooming, boarding or lodging house uses, by their nature, require more parking than would be necessary for student housing. This is particularly true for the student housing Vineyard Lodge Project with its array of strict transportation demand management features. (**Exhibit G**, p. 3-5 provides additional detail and information regarding student parking.) However, should the City Council determine that a Variance for parking is required notwithstanding the Municipal Code's failure to specifically identify parking requirements for a dormitory, the staff report contains a thorough analysis of the Vineyard Lodge Project's compliance with the required Variance findings for reduced parking requirements, sufficient to support issuance of a Variance by the City Council. (**Exhibit A**, p. 21-23.)

4. *Deficiencies of Alternative Proposed Locations for CIA Student Housing*

Project opponents and some Planning Commissioners have incorrectly suggested that the proposed student housing could instead be built at the Greystone Campus, one of the most important historic sites in the Napa Valley. However, as described in a memorandum from the Architectural Resources Group attached here as **Exhibit I**, the Greystone Campus' listing on the National Register of Historic Places, the California Register of Historic Resources, and the City's list of landmarks would require that any proposed dormitory project be reviewed under the more stringent manner in which the Secretary of the Interior's Standards are applied in practice today. Because today's methodology looks beyond the historic building to the potential impacts of any proposed project on the site as a whole, it would effectively preclude locating the dormitories at Greystone, for the reasons described below.

CEQA prohibits the City from approving a project that would have a material adverse effect on a historic resource if it could adopt feasible alternatives that would mitigate or avoid such impacts. In

this case, building the student dormitories on the Greystone Campus parking lot, for example, would have a material adverse impact on the Greystone Campus because the dormitories would be visually incompatible in terms of size and scale with the historic Greystone Winery, and would destroy the historic relationships between the building and the site. Furthermore, under applicable Secretary of the Interior Standards, no new construction can be located on the building site where important landscape features such as historic stone walls, accessory buildings (e.g., Flavor Discovery or Rudd Center) or historic roadways will be impacted; doing so would create a material adverse impact on the historic resource.

Construction of the student dormitories on the Vineyard Lodge site is a feasible project that would avoid adverse historic resource impacts on the Greystone Campus. The Vineyard Lodge site is also the more appropriate site for the CIA's proposed incremental increase in its student housing offerings because it is well-served by infrastructure and transportation options between the site and the Greystone Campus, and is the current site of the CIA's existing student housing.

B. Greystone Campus Project Design Review and Use Permit

The Greystone Campus was the subject of little public discussion or comment, and no findings specifically related to the denial of the Greystone Campus Project were included in Resolution PC2017-013. For the sake of completeness, the two required approvals for the Greystone Campus Project (Design Review and Use Permit) are briefly discussed here.

As with the Vineyard Lodge Project, the Department's Greystone Campus Project staff report attached as **Exhibit B** thoroughly addresses and analyzes the Greystone Campus Project's compliance with all required and necessary findings.

1. *Greystone Campus Project Design Review*

Regarding Design Review, the staff report recognizes the historic nature of the Greystone Campus, and the CIA's efforts to confine all project activities "either…to the interior of the subject site or less visible areas of the property." (**Exhibit B**, p. 6.) The proposed modular units would be confined to the rear of the building, located at the third floor, and not readily visible from the property's frontage. The storage cave proposed as part of the project would be underground with limited entrances at the loading dock areas and at the property's rear, ensuring that it would be largely invisible to passersby, neighbors, and visitors to the Greystone Campus. The staff report sets forth the substantial evidence for the City Council to make all 17 required Design Review findings.

2. *Greystone Campus Use Permit*

For the Use Permit, the Greystone Project staff report notes that amendment of the existing Use Permit to allow a total enrollment of 300 students, more flexibility in operation of the retail store, and replacement of the now closed 190-seat Wine Spectator at Greystone Restaurant with a smaller, more intimate 58-seat student run restaurant "do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit." (**Exhibit B**, p. 9.) The conditions of approval for the Use Permit would reflect the

current and proposed use of the Greystone Campus, and the staff report sets forth the substantial evidence for the City Council to make all 12 required Use Permit findings.

II. Policy Basis for Approving the Projects

The CIA is a world-class culinary college that has been and, with the approval of the Projects, will continue to be a key community partner in the City, contributing directly to the City's tax base and providing approximately $2 million in annual economic benefit to the City. For example, in 2016 alone, the CIA held nine food-related events, each exceeding 130 attendees, multi-day food and wine boot camp events, and numerous wedding party and corporate events, with a total of 15,502 hotel room bookings in St. Helena and the Napa Valley. Many of these events attracted visitors to support the City's hotel and restaurant industry, as more particularly described on **Exhibit K** attached hereto. In addition, as described in **Exhibit K**, the CIA has a long tradition of hosting community events, such as the Lobster Feast benefitting the local police and fire departments, and Auction Napa Valley, benefitting local community health and education non-profit groups.

As described above, the CIA's Master Plan contains two linked components, improvements to the Greystone Campus and additional student housing at the Vineyard Lodge Housing Site. Approval of these components is critical to preserving the CIA's vital economic presence in the City. The Vineyard Lodge Project is particularly important given the severe housing shortages and constraints in both the City and the broader Napa Valley, which limits the CIA's ability to attract top students to its program. City Council approval of the Vineyard Lodge Project will reduce pressures on the City's housing stock by allowing students to live in on-campus housing. This shift to on-campus housing will also take pressure off of the City's roadways, because of the CIA's commitment to improving its existing shuttle service to the Greystone Campus and to subsidizing a new bicycle lane along Pratt Avenue between the Vineyard Lodge Housing Site and the Pratt Avenue/State Route 29 (Main Street) intersection. The Vineyard Lodge Project has been thoughtfully designed to harmoniously enrich its industrial and agricultural surroundings, and massed to complement nearby residential areas along Pratt Avenue.

III. Conclusion

The Vineyard Lodge and Greystone Campus Projects are critical to the current and future success of the CIA and will allow the CIA to flourish in its home here in St. Helena for years to come. It is appropriate and, as reflected in the Municipal Code, important to the City, that important projects such as these come before the City's elected officials for ultimate approval when paramount issues of community vitality, vibrancy, and economic development conflict are at stake. The CIA believes its proposed Projects are in the best interests of the City and its residents as a whole. The CIA worked hard on this proposal, listening to the community and modifying its proposal to be sensitive to the interests of all the neighbors. Although a small number of opponents are still unpersuaded by the CIA's many efforts to accommodate their concerns, the Projects are beneficial to the City as a whole and represent a thoughtful and considered approach to the CIA's continued operations in St. Helena, one that will benefit the City for years to come. Again, the Municipal Code requires that this Council consider the Projects with a fresh look, on their independent merits. We believe on their merits, they deserve this Council's support. Based on this letter, the Department's thorough staff reports, and the

ample substantial evidence in the record supporting project approvals, the CIA respectfully requests that the City Council approve the Vineyard Lodge and Greystone Campus Projects and ensure the continued partnership and cooperation between this vital institution and the City it calls home.

Sincerely,

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

February 21, 2017

AGENDA ITEM: #

FILE NUMBER: PL16-043

SUBJECT: *Culinary Institute of America (CIA) Campus Master Plan* ***(Part 2 of 2)***
Vineyard Lodge Demolition permit, Design Review, Use Permit, and Variance

PREPARED BY: Lilly Bianco, Contract Planner

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: 06.27.16 **ACCEPTED AS COMPLETE:** 10.05.16

LOCATION OF PROPERTY: 830 Pratt Avenue

APPLICANT: Thomas Bensel, Managing Director of the Culinary Institute of America (CIA)

PHONE: 1(707) 967-2310

APN: 009-010-024

GENERAL PLAN: Agriculture

ZONING: Public- Quasi-Public

PROPERTY DESCRIPTION: The Vineyard Lodge Housing site at 830 Pratt Avenue (APN 009-010-024) is located in the middle of the valley floor and on the north side of Pratt Avenue; approximately one-quarter mile from Main Street (SR 29). The site features a 2.61-acre triangular shaped lot located on the north side of Pratt Avenue, adjacent to the Napa Valley railroad right-of-way (ROW), and west of Vineyard Rd; beyond which the site is bounded by vineyard and agricultural uses, including the Beringer wastewater treatment pond directly to the east of the site.

Historically, the site served agricultural purposes, but was developed with a convalescent home in the 1960s. Since 2004, it has served as student housing for CIA students. At present, the site is relatively flat and is partially developed with a one story dormitory building at the southwest corner of the property and a two-story dormitory building (C.2008) in the middle one third; the northernmost corner remains unimproved.

PROJECT BACKGROUND

In 2004, the City issued a use permit authorizing the Culinary Institute of America (CIA) to convert the former Marlinda Convalescent Home at 830 Pratt Avenue to CIA student housing per Resolution No.2004-33. The City approved amendments to the permit which authorized construction of Vineyard Lodge II in 2008 per Resolution No. 2008-75. At present, the use permit authorizes Vineyard Lodge 1 and Vineyard Lodge II and a total of 71 rooms (101 beds). The site is supported by 85 parking spaces.

HISTORY OF ACTIONS

RESOLUTION 2004-33	Approved conversion of Marlinda Convalescent home to student housing for the CIA
RESOLUTION 2008-75	Approved expansion of student housing and construction of Vineyard Lodge II

*For a comprehensive list of past entitlements issued to the Culinary Institute of America Vineyard Lodge site see **Attachment 2**.*

Preliminary Project Review

March 2016: In March 2016 the City Council held a study session which involved a presentation by the CIA of their conceptual Master Plan and included a proposal to introduce four new buildings at the Vineyard lodge site (135 new beds) and perform an interior remodel/reconfiguration at the Greystone property. Concerns voiced at the Study Session were limited and generally centered around water use, wastewater capacity, and how the CIA's relationship with the City may evolve. There were no specific objections to the proposal voiced at the study session.

April 2016: In April of 2016, the applicant held a neighborhood meeting to obtain community input on the proposed project. At the neighborhood meeting concerns centered around the proposed scale and massing, visual prominence, and noise impacts of the proposed project. To address concerns voiced at the meeting, the applicant refined the project prior to submitting to the City; refinements included increasing the setback, adjusting massing, and introducing a central courtyard, amongst other things. For a more detailed discussion of the preliminary revisions see "Design Review" discussion, below.

PROJECT DESCRIPTION

As currently proposed, the project includes the expansion of housing facilities (dormitories) at the Vineyard Lodge Housing Site (830 Pratt Avenue) and appurtenant to the educational facility at Greystone to accommodate a total of 224 students. To achieve this, the applicant is proposing to demolish the existing Vineyard Lodge I (41 beds) and construct three new dormitories ranging in size from 11,380 sf to 17,885 sf and ranging in height from 29' to approximately 40'. This would result in a net increase of 123 new beds. The site would feature 72 parking spaces (69 designated spaces and 3 on-demand rental car spaces) and a central courtyard. Shuttles with capacity of 14,

22 and 32 seats would provide transportation between the Greystone campus and the Vineyard Lodge Housing facility. The applicant is further requesting variances to allow for a lesser setback from Pratt Avenue as required under Municipal Code Section 17.112.050 and a variance to allow reduced number of parking spaces as required under Municipal Code Chapter 17.124

Site Plan
The proposed site plan features three (3) new buildings, denoted as Building A, B, and C, in addition to Vineyard Lodge II:

Building A: 17, 885 SF (39 rooms; 70 beds)
Building B: 11,380 SF (52 rooms; 52 beds)
Building C: 11,380 SF (42 rooms; 42 beds)
Total: 40,645 SF (133 rooms;164 beds)

Building A forms an L-Shape along Vineyard Road and is comprised of two distinct wings that connect via second-story "connector porch" — note that there is a discrepancy on the plan set such that this connection is not readily shown on civil plans, but is clearly visible on architectural plans (pages A001- A103). Building B would extend along site frontage and building C would be oriented along the western site boundary. The three new buildings would be clustered toward the front of the site and oriented around a central courtyard. The buildings would be setback from the Pratt Avenue property line at a minimum of 20'. Vineyard Lodge II would be located behind the new buildings, but visually connected by the introduction of a pedestrian plaza in between the existing building and proposed new construction. Vineyard Lodge II is 12,612 SF and provides 60 beds. Taken together, the existing *plus* proposed development would provide housing for 224 students, which equates to a net increase of 123 students living on-site. A total of 72 parking spaces are proposed to support the student housing use and would be distributed around the periphery of the site. A 16' wide internal access road would extend from Vineyard Road through the site to Pratt Avenue. An access agreement/easement with Beringer Vineyards has been negotiated to allow for the use of Vineyard Road as needed to access the subject site.

Visual Character
The project site is situated at the northern border of St Helena's urban limits where medium density residential development is bordered by agricultural land uses immediately to the north and east. The existing visual character of the project area is therefore comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west).

The site design features multiple buildings of varying height. The proposed buildings will be contemporary in style, but feature craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated[1] foundation. Exterior walls would be clad in a combination of painted cementitious or poly ash clapboard siding and stained red cedar siding and punctuated with wood clad windows. The building would feature an irregular, multi-gabled roof with asphalt shingles. The

[1] Parge coat refers to a thin coat of a cementitious or polymeric mortar applied to concrete or masonry in order to refine the surface.

proposed color palette includes neutral hues like brown, natural wood, and green. Below is a table from the Visual Impact Assessment detailing the plan, height, and setback of the proposed buildings.

	Building Description	*Bldg. Height*	*Setback from street*
Vineyard Lodge II	Existing	32’	Not provided.
Building A	2 stories 3 stories @ rear	29’2 @ vineyard Road 40’2” at 3 story portion	20’ from Pratt Ave Property line
Building B	2 stories Rectangular plan	29’2”	20’ from Pratt Avenue Property Line 50’ from Centerline of Pratt Avenue ROW
Building C	3 stories Rectangular in plan	40’2”	145’ from Pratt Avenue property line 175’ from centerline of Pratt Ave ROW

Parking and Access

Primary site access would be provided via Vineyard Road, which runs along the eastern property line. A total of three access points would be located along Vineyard Road and would provide access to onsite parking areas. A 16’ one way drive lane would extend from Vineyard Road, between Vineyard Lodge II and the proposed new buildings, to exit onto Pratt Avenue, thereby providing through-access from Vineyard Road to Pratt Avenue.

The Vineyard Lodge Housing site would feature a total of 72 parking spaces, 69 of which would be designated spaces for permitted vehicles and the remaining 3 would provide parking for the three on-demand rental cars. All of the 69 parking spaces would be by permit only, as required by Use Permit condition of approval (COA) number 21. Further, Mitigation Measure LU-1 imposed on the project requires that the applicant provide at least five (5) on-demand bicycles in order to further reduce reliance on vehicles and limit demand on parking spaces. These requirements are in addition to the maintenance of shuttle service at regular 15-minute intervals between the CIA dormitory property and the Greystone campus which will be detailed in the Transportation Plan, required by Condition of Approval No. 20

Trash Enclosures

The trash enclosure presently located in the northeast portion of the site along Vineyard Road frontage will be relocated to the southwest portion of the site adjacent to the internal access drive. Per condition of approval, the trash enclosure(s) will be constructed of opaque materials and be of sufficient size to permit the storage, removal and replacement of standard commercial size trash bins. No collection, storage or stacking of garbage, trash and refuse is permitted outside the trash enclosure.

Landscaping

The applicant is proposing a combination of trees, shrubs and sod. To accommodate the proposed development the applicant will remove 21 trees and transplant 23 trees. Two trees proposed for removal include two (2) coast live oaks. Per Mitigation Measure

BIO-1, removed trees will be replaced at a 3:1 ratio either at the Vineyard Lodge Site or Greystone site. Established Camphors located along the property frontage will be retained to provide continued shade and screening.

Operation

Operations of the site and its relationship to the Greystone campus will not change. Shuttle service will continue to be provided at regular intervals (every 15 minutes from approximately 6:45 a.m. to 9:00 p.m.). To accommodate the increase in students living at the Vineyard Lodge site, the Applicant will begin using a 32 seat shuttle as needed, currently a 14 and 22 seat shuttle is used; but no change in the frequency of trips is anticipated.

Off-site Improvements

Off-site improvements include standard roadway improvements at property frontage which will include a full width grind and asphalt overlay (0.10'), re-striping for the installation of a bike lane (in the westbound direction), centerline, and fog line (in the eastbound direction) of Pratt Avenue. Per mitigation imposed on the project as part of the MND and to ensure consistency with land use policies, the project's off-site improvements would be expanded to introduce a Class II bike lane along westbound Pratt, for the segment located between the project site and the Pratt Avenue/Highway 29 intersection (approximately 1500 feet) and a fog line for the same segment in the eastbound direction.

ANALYSIS

GENERAL PLAN

The Vineyard Lodge Housing Site exhibits a General Plan Land Use Designation of Agriculture. The AG designation provides for agricultural uses, wineries, single-family residences, and public and quasi-public uses, like that of the project. The AG designation is applied to extensive areas of the valley floor that surround the urban core area. With the exception of those hillside areas designated WW, all lands outside the Urban Limit Line are designated AG regardless of their size or actual use.

General Plan policies applicable to the Vineyard Lodge Housing Component of the CIA Campus Master Plan include:

4.3.4 Strengthen community identity by appropriate building design, size, and site landscaping.

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

2.6.4 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.

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

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.

HE2.6 Promote a balance of types of housing throughout the whole community.

Staff finding

According to the General Plan Guidelines published by the State Office of Planning and Research, "An action, program, or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment." As proposed, the project would serve as infill development on an existing site and proximate to the urban service area and which would not encroach into or otherwise hinder agricultural activities such that it would be consistent with GP policies, 2.6.2,2.6.4, and 2.6.5, and named above. The project is further consistent with Housing Element goals, HE1.5, HE2.1, HE2.2 and HE2.6 in that the proposed dormitory expansion would promote a balance of housing types within St. Helena and serve as an reasonable solution to provide housing to an expanding student body when the availability and affordability of traditional housing options (single family homes, apartments, etc.) is seriously limited. The expansion of student housing on the site would not constitute a significant departure from the existing visual environment in that the site is already developed with student housing and substantially covered in hardscape. The proposed design, site configuration, and level of landscaping make an effort to balance functionality with aesthetic concerns and therefore appear generally consistent with GP Goal 4.3.4. Acknowledging the above, staff finds that the subject project is found to be consistent with applicable General Plan policies and objectives, and would not conflict with or otherwise obstruct the attainment of any General Plan goals, policies, or objectives.

ZONING

Consistent with the Agricultural Land Use Designation, the site exhibits a zoning designation of PQP:Public; Quasi-Public. It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses such as churches and cemeteries. Due to the wide variety of possible public and quasi-public uses and legal relationships involved it is not possible to fully implement a traditional list of uses with fixed development standards. As such, all uses within the PQP Zoning District are subject to a use permit approval with the determination of appropriate development standards (e.g. setbacks, height, etc.,) being deferred to the Planning Commission.

Parking

For parking requirements, the Public and Quasi-Public Zoning standards defer to those standards outlined in Chapter 17.124. Historically, the City has applied the parking

standards for “rooming, boarding or lodging house” to the subject site. The code section stipulates that “rooming, boarding or lodging houses” shall provide two (2) spaces for the resident owner plus one (1) space for each guest room, meaning that the project should include a total of 175 parking spaces to accommodate the 173 rooms, plus two spaces for on-site manager(s). Note that the applicant’s narrative and the IS/MND had interpreted this provision to relate to number of beds (not rooms) which was incorrect; this has been corrected in the final IS/MND and as denoted in Section 3 of the Response to Comments. At present, the applicant proposes a total of 72 parking spaces (69 designated spaces and 3 spaces for on-demand rental cars). Given that the parking demand has historically only necessitated spaces for 31 percent of students (based on the experience of the CIA in operating the existing dormitory), the applicant is proposing to include parking commensurate with that historical demand. As the proposed parking deviates from that explicitly authorized for “rooming, boarding, or lodging houses”, the applicant is requesting a variance, described in more detailed on page 21.

In addition, Municipal Code Section 17.124.030(H) provides for “unlisted uses,” and authorizes the Planning Commission to determine the parking requirements for uses which are not specifically addressed by this Code section. It directs the Commission to consider the requirements outlined in Section 17.124.030 as a frame of reference when making a determination. Given that the dormitory use is unique in its operation and given that it will provide alternative forms of transportation, the Planning Commission may wish to make findings under Code Section 17.124.030(H), as a means to determine the appropriate level of parking.

The Municipal Code defines a “lodging house” as a building, or portion thereof, other than a hotel, motel, or bed and breakfast inn, providing room and board or rooming only for compensation. Most often, this is understood as a house having furnished rooms for rent to lodgers. However, unlike a lodging house, the Vineyard Lodge site provides housing *and* transportation for a very specific type of tenant and has much more control over the activities of said tenants. The dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, are such that the Vineyard Lodge Housing site operation would be distinctly different from that exhibited by a typical rooming/boarding or lodging house and therefore, the Commission may want to also rely on Code Section 17.124.030(H) to determine an appropriate level of parking for the Vineyard Lodge Dormitories and to account for the uniqueness of this particular use.

To determine minimum parking standards for unlisted used and under Municipal Code Section 17.124.030, the Planning Commission may use Section 17.124.030 as a general rule and guide, while also accounting for the particularities of the specific project.

Setback

While the PQP District does not prescribe specific setbacks, Pratt Avenue is subject to “special setback requirements” prescribed under Municipal Code Section 17.112.050. According to the Code, properties located along the northwesterly side of Pratt between the Southern Pacific railroad tracks to the Napa River and are subject to a 36’ setback. However, given site constraints, the applicant is proposing a setback of 20’.

Given the proposed deviation, the applicant is asking for a variance as detailed on page 18.

Other development characteristics not explicitly addressed in the Zoning Code

As detailed above, the Zoning Code does not specify minimum or maximums related to the following development components. Rather, it is at the discretion of the Planning Commission that the following development components be found appropriate for the design and function of the site. As such, the specifics below are provided for informational purposes and may be considered as part of the use permit process.

Height: 29'2" to 40'2"

Lot Coverage: 24,356 / 128,502 = 18.95% (inclusive of VL2)

Floor Area Ratio: 40.645/ 128,502 = 0.316 (inclusive of VL2)

Front Setback: 20 feet

Side Setback (Vineyard Rd): 13'

Rear Setback (RR): 54'

Based on the discretion afforded to the Planning Commission under the PQP District regulations, should the Planning Commission make the required findings and approve the project as proposed, the project would be found to comply with all applicable zoning requirements and development standards.

WATER NEUTRALITY

In August 2015 and pursuant to Ordinance 2015-5 the City of St. Helena established mandatory water efficiency measures for new construction, and adopted water demand offset requirements enumerated in Chapter 13.12.050 of the Municipal Code. Amongst these provisions is the requirement that any "new development" (i.e. construction that would introduce any freestanding building that contains water-using fixtures, any floor area additions to existing nonresidential structures, or any residential additions or remodeling that increases the number of independent living units) offset new demand by an amount of water equal to the new demand placed on the city water system using the methodology defined in Code section 13.12.050. The offset must be clearly demonstrated to the satisfaction of the Director of Public Works.

The CIA Campus currently operates under two separate water agreements with the City. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge Housing site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year.

Under the CIA Campus Master Plan, the applicant proposes to rescind the two separate Agreements and adopt a new Joint Water Use Agreement which would redistribute the gross water allotment across the two sites to reflect the reduction in water use at the Greystone site and accommodate the anticipated increase in water use at the Vineyard Lodge site, while maintaining the existing gross water allotment of 23.1 AF per year. The ability of the project to remain within the current gross allotment

of 23.1 AF per year is made possible through the installation of new more efficient fixtures at the two project sites.

A condition of approval will require that the applicant enter into a new water use agreement with the City which will impose adequate enforcement methods that are trackable and sufficiently enforceable so as to ensure that the authorized allotment is not exceeded. Under the proposed Joint Water Use Agreement required per condition of approval the project will not generate a net increase in water use relative to what was originally approved. As such, the project has been found to comply with the City's water neutrality policy.

DEMOLITION PERMIT

Zoning Ordinance Section 17.164.050(E) implements the policy direction provided in the General Plan. As provided in this section, 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. Staff analysis is shown in italic text.

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.

   The applicant is requesting a permit to demolish the former Marlinda Convalescent Home and what is today known as "Vineyard Lodge 1". The building was constructed c.1960. Following review of available records, consultants, Architectural Resources Group, determined that the subject building proposed for demolition does not meet the Criteria for listing on the California Register of Historic Resources (CRHR) given that it does not exhibit architectural significance, is not associated with any significant themes or persons and is not expected to yield any information important to expand our understanding of history or prehistory. Staff concurs with this determination.

2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

   As a 1960s era convalescent home located in an otherwise agriculture and residential area, the building was not found to be particularly cohesive with the existing environment. Given this, it's demolition is not expected to adversely impact the essential character of the neighborhood. Accordingly, Staff finds that the demolition of the proposed building will not negatively impact a historic resource or existing visual environment.

DESIGN REVIEW

The purpose of design review is to, amongst 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. To approve design review, the Commission must find that the project is consistent with the design criteria prescribed by Section

17.164.030 and exhibits a quality of design that is compatible with adjacent development, features a siting, scale, massing and architectural style that is generally consistent with the predominant development patterns and that does not otherwise detract or negatively affect the established character of the surrounding neighborhood.

Project activities at the Vineyard Lodge Housing Site include demolition of the existing Vineyard Lodge I and construction of three new dormitories ranging in size from 11,380sf to 17,885sf, for total new construction of 40,645 sf. The dormitories will exhibit a maximum height of 40'2" and are stepped to reduce the visual prominence. Through the introduction of screening and strategic design elements, the design of the three new buildings endeavors to reduce visual impacts and promote compatibility with surrounding properties.

As detailed above, under "Project Background", the following comments were communicated at the neighborhood meeting held in April 2016:

- Reduce massing,
- Increase setback along Pratt to retain vegetative screening,
- Reduce square footage,
- Use design to shield/attenuate noise, and
- Make new construction more cohesive with existing VL 2

In response, the applicant implemented the following changes:

- Increased setback along Pratt Avenue from 5 to 20 feet,
- Confined three story portions of buildings to rear of the development
- Reduced square footage by 1,965 square feet,
- Introduced central courtyard such that surrounding construction will attenuate noise generated by student gatherings, and
- Better incorporated Vineyard Lodge II by introducing a courtyard, removing parking from the area between the existing and proposed construction, and introducing porches to the side of Building A

To further ensure that visual impacts of the proposed project are kept to a minimum, the applicant prepared a Visual Impact Assessment based on the Bureau of Land Management (BLM) methodology which attributes numerical ratings to the existing conditions and project build out conditions. These numerical ratings are tied to the presence of seven key landscape components that include landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Projects that create a high level of contrast to the existing visual character of a project setting are more likely to generate adverse visual impacts due to the inherent visual compatibility. Conversely, projects that create a low level of contrast to the existing visual character are less likely to generate adverse visual impacts due to inherent visual compatibility. It is worth noting that this BLM methodology is the most technical visual impact assessment familiar to staff.

The Visual Impact Assessment (**Appendix U of the IS/MND**) found that with the natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of proposed new trees, the impact to the existing visual environment and character of this stretch of Pratt Avenue would not be adversely effected. Accordingly, Staff finds that the project is able to meet the Design Criteria parameters, as detailed below.

Design Criteria

1. Consistency and compatibility with applicable elements of the general plan;

   As stated above, the subject project is consistent with General Plan policies 4.3.4, 2.6.2, 2.6.4, 2.6.5 and HE 1.5,2.112.2, and 2.6 in that the project would consist of infill on an already developed site, would occur in a logical and orderly manner proximate to urban services, and would be of a size and design that is consistent with existing site development. Further, the site would not encroach into or otherwise hinder agricultural activities in the vicinity of the subject site. As a previously developed site within approximately one mile of the Greystone Campus, the project location at 830 Pratt is well suited to accommodate student housing at a higher density and provide a creative solution to the need for affordable student housing. As such, the project is determined to exhibit overall consistency with the intent of the General Plan and Housing Element.

2. Compatibility of design with the immediate environment of the site;

   The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Adjacent development includes the Beringer Winery warehouse building and wastewater treatment facilities. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west) building and facilities.

   The subject site is currently developed with two dormitory buildings ranging from one to two stories in height. The one-story building will be demolished and the two story building is to be retained. The expansion of the Vineyard Lodge House is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings or otherwise make the site incompatible with the surroundings. The new construction would be clustered on the site and exhibit defined boundaries and generous vegetative screening. As such, compatibility of the site with its surroundings is found to be maintained.

3. Relationship of the design to the site;

   As stated above, the site configuration will include a series of four buildings (3 new) clustered around a central courtyard and traversed by a one-way access road. Those buildings with frontage on Pratt Avenue will feature a stepped design and a minimum setback of 20 feet from Pratt Avenue so as to limit visual prominence and provide continuity with other properties proximate to the site, which are developed with similar setbacks. Therefore, given the site constraints,

the relationship of the design to the site appears to strike an appropriate balance between function and aesthetics.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   The segments of Pratt Avenue proximate to the subject site do not exhibit a unified or historical character. The surrounding area features residential uses, industrial/agricultural production uses, and vineyards. The proposed design is generally consistent with Vineyard Lodge II and the existing character of the site and would not depart significantly from that existing character. The project is therefore not expected to impact an area having a unified or historical character.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   The subject buildings with frontage on Pratt Avenue will be stepped in height such that the buildings along Pratt will be two stories in front (with max height of 29'2") with taller (3-story) portions confined to the rear of the site (max height of 40'2"). Similarly, the buildings will feature a minimum 20' setback from the Pratt Avenue Property line (50' from Pratt Centerline) in an effort to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby. Further, this site serves as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue.

6. Compatibility with future construction both on and off the site;

   The project design is contemporary in style, but with traditional detailing. The buildings feature a neutral color palette. The proposed design would not introduce an element that was so unique or exceptional as to make it incompatible with future development on and/or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed buildings will be contemporary in style, but feature some craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated foundation. Exterior walls would be clad in a combination of painted clapboard siding and stained red cedar siding and punctuated with clad windows. The buildings would feature articulated roof-lines with asphalt shingles. The proposed color palette includes neutral hues like brown, natural wood, and moss green. The proposed color and materials reflect traditional materials and colors that would help the buildings to more readily blend in with their surroundings. The architectural design, material, and colors are responsive to the needs of the site and appropriate to the function of the project and generally compatible with adjacent buildings and uses.

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;

The proposed site configuration would feature three buildings clustered around a central courtyard. The site would be traversed by a one-way access road with parking clustered around the outer portions of the site, screened with significant amounts of vegetation. As such, the site configuration is expected to provide for a desirable environment that is both functional and aesthetically pleasing to residents 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;

   The project proposes a generous level of landscaping and will retain a number of trees at the property frontage to promote screening. The level of landscaping will soften the look of the new buildings and appears to be appropriate for the use and to promote continuity with surrounding properties.

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;

    The project will include interior students commons and dining area as well as an outdoor courtyard and amenity area. In addition, the project will provide alternative forms of transportation to serve the student population and facilitate ease of travel between the subject site and Greystone Campus as well as other destinations. Given the on-site amenities and provision of alternative transportation, the project is expected to provide sufficient ancillary functions to support the functionality of the student dormitory use and which are of a design that is consistent with the overall aesthetic.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    Primary automotive access will from Pratt Avenue and Vineyard Road, both of which were found to provide adequate circulation and access to the project site and have been conditioned to be improved to address project specific impacts. Onsite circulation and access is provided via one-way access road off of Vineyard Road and exiting at Pratt Avenue. This access road is expected to provide convenient vehicular site access. In addition, the project will be subject to Mitigation Measure Trans-2, which amongst other things, requires that the applicant introduce a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 thereby promoting more safe and convenient connectivity for bicyclists. Accordingly, the project is expected to promote safe and convenient access for all types of transportation.

12. Whether natural features are appropriately preserved and integrated with the project;

    As a previously developed site, the Vineyard Lodge Housing site does not contain any significant natural features with the exception of some Coast Live Oak Trees. To accommodate the proposed buildings, the project will remove two (2) Coast Live Oaks, which pursuant to Mitigation Measure BIO-1, shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every one tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if

site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. As such, the project will integrate natural features to the extent possible and where that is not possible, will mitigate accordingly.

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;

    Please refer to response No. 7.

14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

    Please refer to response No. 4

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;

    The proposed landscape plan will feature a variety of trees, shrubs, and sod. The majority of existing Camphor trees at property frontage will be maintained. The landscape plan will feature 21 plant types which will be distributed throughout the site and promote continuity and unity throughout the site as well as soften the look of paved parking areas around the periphery of the site and provide shade.

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;

    With the exception of the sod, all proposed plant materials are considered "low" water use plantings and are expected to be adaptable to the St. Helena climate. Further, all plantings on site are required to comply with the City of St Helena Municipal Water Efficient Landscape Ordinance, which regulates landscaping water use.

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

    As detailed herein, the project will use efficient fixtures and comply with Title 24 building standards. In addition, most landscaping will be comprised of low water use planting and will comply with the City of St Helena Municipal Water Efficient Landscape Ordinance.. Further, the project will limit parking so as to avoid inducing vehicular travel demands and Green House Gas production by promoting use of alternative transportation and ride sharing. As such, the project will promote sustainable practices and climate protection.

USE PERMIT

The purpose of a use permit is to allow the proper integration in the city of essential or desirable uses which may be suitable only in certain locations or zoning districts, or to ensure that such uses are designed or arranged on the site in a particular manner. In its

review of applications for use permits, the planning commission shall evaluate each proposed use in order to consider its impact on the city. No use permit shall be granted unless all of the following general findings can be made (Zoning Code Section 17.168 040).

It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses. Due to the wide variety of possible public and quasi-public uses and legal relationships involved it is not possible to fully implement a traditional list of uses with fixed development standards. As such, all uses within the PQP Zoning District are subject to a use permit approval with the determination of appropriate development standards (e.g. setbacks, height, etc.,) being deferred to the Planning Commission.

The Vineyard Lodge dormitories are appurtenant to the CIA at Greystone and provide affordable and convenient lodging for students enrolled in a culinary program. At present the Vineyard Lodge Housing Site supports a total of 101 residents. Under the project, the facility would be expanded to accommodate a total of 224 residents, equating to a net increase of 123 on-site residents. The operation of the site would not substantially change, but the intensity would increase.

As conditioned, it is expected that the project would continue to operate in an acceptable manner and consistent with the findings enumerated below. Accordingly, staff finds that the project would comply with the Use Permit provisions, as detailed below.

Findings to approve a Use Permit

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   The site operation is expected to be substantially similar to that currently existing. There is no expectation that the expansion of the student housing would generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

   At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environment present on-site and

in the vicinity. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

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

   As detailed in the Noise Impact Study (Appendix L of the IS/MND), the project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The Project will not result in substantial adverse impacts associated with any public facilities or services. The project site is located adjacent to the urban limit line and is well served by existing public utilities and services. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. The project site is also located proximate to the police and fire stations. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, the project will not place excessive demands on any public services.

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

   The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore, ingress and egress is considered adequate.

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

   The proposed student housing is appurtenant to the Culinary Institute of America Greystone Campus. The housing would not displace local serving uses nor impair the City's viability of maintaining a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and would be conditioned accordingly. Given that the proposed use serves an infill and expansion of an existing use there is no expectation that the proposed project would introduce an element that would conflict with the intent of the PQP zoning designation.

8. That the proposed use would not be in conflict with the City's General Plan.
   As detailed, herein the project would comply with applicable General Plan policies.

9. That the proposed use would not be injurious to public health, safety, or welfare.
   The proposed project consists of infill student housing that would operate in a manner substantially similar to the existing Vineyard Lodge Housing. As such, the project would not be injurious to health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    Use permits are considered on a case by case basis and based on the specific merits of a given project. Accordingly, the granting of this use permit would not influence future decisions or otherwise set a precedent.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    The applicant proposes to provide a level of parking commensurate with the demand exhibited by the current residents of Vineyard Lodge Housing Site. At present, 31 percent of residents hold parking permits. It is reasonably expected that this level of demand would continue with implementation of the proposed project which would translate to 69 designated spaces for the total proposed resident population of 224 students. .

    There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue or not issue parking permits, (2) the project will be subject to a condition

of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. As such, the project is expected to be able to accommodate long term parking needs for residents of the site.

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

    As detailed in the Traffic Impact Report (Appendix Q of the IS/MND),The project's trip generation is minimal (approximately 4 trips during am and pm peak hours) and therefore the capacity of streets is presumed to be adequate.

VARIANCE

The applicant has applied for two separate variances for (1) a reduced setback along Pratt Avenue and (2) a reduction in parking and discussed, below.

1. **Reduced setback along Pratt Avenue.**
   Under Municipal Code Section 17.112.050, properties located along the northwesterly side of Pratt Avenue and in between the Railroad tracks and the Napa River are subject to a special 36' setback.

   The applicant asserts that given that the property was required to dedicate a 20' strip of land at property frontage such that the property line intrudes 10', if not 20' further into the parcel relative to neighboring parcels and therefore a 36" setback as measured from the property line would be excessive. The Applicant purports that if neighboring properties were subject to the 20' ROW dedication, they would only exhibit an approximately 5 to 20' setback and could not reasonably meet the 36' special setback. As such, holding the Applicant to this standard prevents the Applicant from enjoying property rights possessed by other properties in the same District.

   As detailed in the variance request (**Attachment 4**), Vineyard Lodge 1 is currently located seven (7) feet from the property line and substantially within the 36' special setback. Accordingly, in order to not introduce a greater non-conformity, the applicant is proposing to site the new construction such that it features a 20' setback from the property line which would effectively be a 36' setback from the Pratt Avenue ROW. The applicant offers that this would provide a 36" buffer along Pratt Avenue and therefore may meet the intent of the special setback. Last, the Applicant asserts that the level of landscaping and vegetative screening provided would further reduce any impact generated by the new construction and therefore, the project would not negatively affect the immediate environment or otherwise be detrimental to the public health, safety or welfare of

the community. Variance Criteria and a discussion of how the project meets each criterion are detailed, below.

To approve the setback variance, the Planning Commission must find that:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

The currently configured parcel was created in 1971 subject to dedication of a 20 foot strip of land along the northwesterly side of Pratt Avenue, creating a 60 foot right of way. As demonstrated in the applicant's setback variance request, neighboring properties were either (1) not required to dedicate land, or (2) were required to dedicate only a 10 foot strip of land. In addition, the property has a unique triangle shape with its widest and most developable portion immediately adjoining the property line subject to the special Pratt Avenue setback requirement. Literal enforcement of the 36 foot setback requirement from the property line—which encroaches 10-20 feet more into the property than does the property line at neighboring properties—would create a hardship peculiar to the property.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

Granting a variance would not constitute a special privilege for the property relative to neighboring properties. Six neighboring homes on the northwesterly side of Pratt Avenue are situated within the special 36 foot setback, none of which were required to dedicate a 20 foot strip of land like that of the subject property. The proposed development plan will exhibit a greater setback than what currently exists for the Vineyard Lodge 1 building (proposed for demolition). In light of the above, it is found that granting a setback variance is necessary for the preservation and enjoyment of the applicant's substantial property rights that are possessed by nearby properties that are developed in similar proximity to the northwestern boundary of Pratt Avenue.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest, as the new developed portion of the property will be located further from Pratt Avenue than the existing Vineyard Lodge I, proposed for demolition. In addition,

large mature trees along a substantial portion of the site frontage and along its other borders will screen the views of the new dormitory development. Recognizing the unique nature of the property and granting a Variance does not impair the purpose and intent of the Code's Variance chapter.

The chapter's stated purpose is, in part, to allow for deviation from a strict application of the Code in the event that a property exhibits an unusual shape or other exceptional characteristic, and as a result would be subjected to practical difficulties or undue hardship in their development. Authorization of the Variance is consistent with St. Helena's longstanding efforts to manage growth by encouraging further development of already developed parcels, rather than removal of vineyards within City limits, and would not adversely affect the General Plan. The project's 123-bed expansion to serve a projected enrollment expansion of 100 students will allow students who currently compete for housing with members of the St. Helena workforce to move into student dormitories; freeing up that housing would benefit St. Helena families and employees.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

The property has a unique shape and was required to dedicate a larger strip of land relative to other nearby properties subject to the 36 foot special setback. Accordingly, the property's condition is not so general or recurrent in nature to make formulation of a general regulation addressing the issue reasonably practicable.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site, and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

2. **Reduced number of parking spaces at the Vineyard Lodge Housing Site.**

As detailed above under the Zoning Discussion, the Public and Quasi-Public development standards defer to Chapter 17.124 regarding parking spaces. Given that, of all the uses referenced in this code section, the dormitory use is most akin to “rooming, boarding or lodging house”, those requirements have historically been applied to this site.

The code section stipulates that “rooming, boarding or lodging houses” shall provide two (2) spaces for the resident owner plus one (1) space for each guest room, meaning that the project should include a total of 175 parking spaces. At present, the applicant proposes a total of 72 parking spaces (69 designated spaces and 3 spaces for on-demand rental cars). Given that the parking demand has historically only necessitated spaces for 31 percent of students, the applicant is proposing to include parking commensurate with that historical demand.

With the operation of the shuttle service, rental cars, and the provision of at least five on-demand bikes as required pursuant to mitigation imposed on the project, it is expected that the demand for vehicles would be off set to such an extent that 69 designated parking spaces would be sufficient. Findings needed to approve a parking variance and accompanying justification for each is detailed below.

To approve a parking variance, the Planning Commission must find that:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

Imposition of the Code's parking requirement for a "rooming, boarding, or lodging house" or "hotel" in the student dormitory context would create a hardship peculiar to the property. Rooming, boarding, or lodging houses traditionally serve individuals unaffiliated with a college or university, who in a community such as St. Helena likely would require use of an automobile for daily activities. Similarly, hotels in St. Helena traditionally serve visitors exploring the region's amenities by private automobile. Requiring one parking space for each guestroom in those contexts is justifiable given the expected patterns of vehicle use, and the potential that failure to provide ample parking spaces could negatively affect neighboring properties. The Culinary Institute of America's students, on the other hand, are offered shuttle service for their daily trips to and from the Greystone Campus, do not require a car for the vast majority of their daily school-related activities, and are offered on-demand car rental for personal trips as well as access to free bicycles on site. Imposition of a one space per dormitory room requirement would create a hardship by dramatically changing the project as proposed and would require elimination of an open quad gathering area

and potential reduction in number of student beds in favor of a hardscape parking lot.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

The Variance would not constitute a special privilege for the property relative to neighboring properties, none of which are developed with student dormitories that require limited on-site parking. Given the unique and limited travel patterns of student residents of the dormitory, with the Variance both the property and neighboring properties will be subject to minimum parking requirements tailored to actual expected travel patterns and parking space demand, and neither the property nor neighboring properties will be required to provide unnecessary parking spaces reducing enjoyment of substantial property rights.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest. The Culinary Institute of America will provide shuttle and on-demand car rental service, will impose a highly restrictive permit system both at the property and the Greystone Campus discouraging students without assigned parking from bringing cars to St. Helena, will provide free bicycles for use by students, and is amenable to restrictions on parking in the surrounding area to benefit nearby residents by discouraging student parking off the property. The Variance serves the public interest by effectively removing vehicles from City streets, particularly St. Helena Highway, encouraging environmentally-friendly and efficient transportation to and from the Greystone Campus. The parking Variance does not impair the purpose and intent of the Code's Variance chapter. The chapter's stated purpose is, in part, to allow variation from strict application of the Code where extraordinary situations or conditions mean that literal enforcement would involve practical difficulties or would cause undue hardship. Here, requiring unnecessary parking spaces would work against the public interest and cause undue hardship to the property and the school. Authorization of the Variance is consistent with City and regional policies encouraging use of alternate modes of travel, both to reduce harm to the environment and to take traffic off local roads, and would not adversely affect the General Plan. These policies and goals are consistent with the project's shuttle service and free bicycle program that reduce the need for parking and provides further support for the parking Variance.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

Formulation of a general regulation is not reasonably practicable given the lack of other student dormitories in the City, the targeted transportation options provided to the Culinary Institute of America's students, and consistency with parking reduction practices at other California campuses as discussed in the Crane Transportation Memo that justify the Variance.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site, and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

GROWTH MANAGEMENT

The City of St. Helena has a Residential Growth Management System (GMS) that limits the number of residential building permits that can be issued each year for new residential units (Municipal Code Chapter 17.152). The stated purpose of the GMS is to regulate the residential growth of the City to approximately 2% per year, while providing for both market rate and affordable housing. Generally, permits are regulated for market rate housing and not for exempt categories of development including all non-residential development (including hotels), replacement or relocated housing, additions, guest cottages, second units and affordable housing.

The category of “dormitories” is not explicitly referenced in the GMS and given that the dormitory use is not a residential development with units available to the open market and the proposed rooms are only available to students attending the CIA culinary program, it is determined that the GMS does not apply to the proposed project. Further, the dormitories serve as temporary student housing and would not be expected to induce growth of permanent residents.

CEQA

In accordance with Article 6 and Appendix G of the California Environmental Quality Act (CEQA) Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project and included as **Attachment 7** of the CIA at Greystone packet. The document contains a description of the proposed project, an analysis of potential environmental impacts resulting from the proposed project, as well as mitigation measures intended to reduce potentially significant impacts to less-than-significant levels.

The IS/MND found that although the proposed project would generate potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, land use, noise, and transportation, through the introduction of mitigation measures agreed upon by the project applicant, all potentially significant impacts would be reduced to less than significant levels.

The Draft IS/MND was circulated for a 40-day public review period from December 9, 2016 to January 23, 2017. Twelve (12) comment letters were received during the public comment period which communicated concerns related to wastewater generation, water availability, traffic, aesthetics, and safety. A formal response to comments was prepared and is included as **Attachment 8** of the CIA at Greystone packet.

The Response to Comments addresses concerns raised on environmental issues and provide clarification and revision to the IS/MND, as appropriate. Included in Section 3 of the Response to Comments are changes made to the IS/MND. Modifications are denoted using ~~strikethrough~~ for deletions and underline for insertions. Modifications to the IS/MND are intended to provide clarification, expand discussion, and enhance understanding of the analysis, site conditions, and potential impacts of the project. No modifications to the IS/MND were so substantial as to warrant recirculation pursuant to CEQA Guidelines Section 15088.5

PUBLIC COMMENT/ ISSUES

Issues raised include those topics enumerated above. As mentioned, all issues raised during the public comment period have been responded to in a formal response to comments, included as Attachment 8 of the Greystone Packet. Items of particular concern include the project's proposed reduction in parking and the appropriateness of dense student housing at the subject site. These and other issues raised are discussed in detail as part of the Response to Comments, Attachment 8 of the Greystone Packet.

Parking

The sufficiency of parking is of great concern to those who live proximate to the subject site and this issue was raised repeatedly in comments received.

As detailed in the Traffic Impact Report and described herein, the applicant has requested to provide parking for 31 percent of students which would be consistent with the historical demand shown by the dormitory residents. The applicant has indicated that the school's ability to restrict parking permits, together with the

established shuttle program, provision of on-demand rental cars and on-demand bicycles (as required pursuant to mitigation imposed on the project), there would not be a widespread need for personal vehicles and parking spaces and therefore it is fully expected that parking commensurate with the historical demand (31%) would be appropriate.

To further support a reduction in parking, the applicant provided a memorandum from their traffic engineer **(Attachment 6)** providing more in depth information related to parking supply and parking management policies for similar operations. The memorandum reviewed The Institute of Traffic Engineers (ITE) parking generation rates for University and College land uses as well as a number of representative case studies.

The ITE data found that the average parking supply ratio for suburban sites equated to 0.4 spaces per total population and for urban sites was 0.3 spaces. In reviewing parking policies for other representative California Campuses it was found that (1) parking supply is an issue for all campuses examined, (2) most campuses impose highly restrictive permitting policies, and (3) most campuses provided some form of alternative transportation. In light of the above, it can be concluded that the applicant's request to provide parking at a ratio of approximately 0.31 spaces is not unusual for other like uses (albeit more urban ones) and the provision of strict permitting requirements and alternative means of transport are a widely accepted and effective means to managing student parking. As such, there is strong evidence to indicate that providing parking for 31 percent of student residents may in fact be sufficient for this particular use.

Appropriateness of the Dormitory use.

Implicit in the public comments received is a concern that the public quasi-public (dormitory) use is not appropriate for the subject site. It should perhaps be clarified that in 2008 and per resolution 2008-5, the site was re-zoned from A-20 Twenty Acre Agriculture to PQP: Public Quasi Public based on the following reasons enumerated in the resolution:

1. The existing urban/developed condition of the parcel would make conversion to agriculture difficult.
2. The small size of the parcel (2.61 acres) makes it improbable that the land can be converted to an economically viable agricultural parcel.
3. The parcel has been in urban use for the last 40 years.
4. The parcel has not been farmed or agriculturally productive for the last 40 years.
5. The parcel is already served by City services (water & sewer).
6. Rezoning the parcel to PQP keeps the existing A-20 zoning ordinance language intact, does not introduce new uses to agricultural parcels, thereby lessening the possibility that other agricultural land will be used for non-agricultural purposes.

The property no longer exhibits an agricultural zoning designation, but rather it exhibits a PQP zoning Designation. Therefore, the subject project was considered in relation to the current designation of PQP and whether it complies with the intent of the PQP zoning District.

STAFF RECOMMENDATION

The Planning and Community Improvement Department recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration and Mitigation and Monitoring Program for the project; and

2. Adopt a resolution approving a Demolition Permit, Design Review, a Use Permit, and Variance(s) for the Vineyard Lodge Housing component of the Campus Master Plan.

ATTACHMENTS

1.Resolution + Conditions
2.Legislative History
3.APN Map
4.Aerial View
5.Project Narrative(s) + Variance Request
6.Crane Transportation Memo, Feb 8, 2017
7.Project Plans

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

February 21, 2017

AGENDA ITEM: #

FILE NUMBER: PL16-042

SUBJECT: *Culinary Institute of America (CIA) Campus Master Plan* ***(Part 1 of 2)***
Greystone Campus Design Review and Use Permit

PREPARED BY: Lilly Bianco, Contract Planner

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: 06.27.16 **ACCEPTED AS COMPLETE:** 10.05.16

LOCATION OF PROPERTY: 2555 Main Street

APPLICANT: Thomas Bensel, Managing Director of the Culinary Institute of America

PHONE: 1(707) 967-2310

APN: 009-131-003

GENERAL PLAN: Public; Quasi-Public;

ZONING: W:Winery; Planned Development; Historic Preservation Overlay

PROPERTY DESCRIPTION: The Greystone Campus at 2555 Main (APN. 009-131-003) is located on the west side of Main Street (SR 29) in northern St. Helena. The 14.7-acre site is situated at the western edge of the valley surrounded to the north,south, and west by oak woodlands and to the east, across Main Street/SR 29, by vineyards. Parcels to the south of the site support residential and agriculture (viticultural) uses. The site historically served agricultural uses as a cooperative winery. At present the site supports institutional and ancillary commercial uses associated with the Culinary Institute of America. The site is improved with four buildings and appurtenant parking (265 spaces). The four buildings include (1) the Rudd Center, a continuing education facility for the "Semester Away Wine program," (2) The Flavor Discovery Center, a Kitchen/demonstration space, (3) Guest House, which provides housing for 47 students (current occupancy is 45), and (4) the Greystone Cellars building which houses the balance of educational facilities and is the subject of the proposed project. Directly south of the property is the Carpy property which includes the Carpy house and is used for storage by the CIA.

PROJECT BACKGROUND

In September of 1993, the City of St. Helena authorized the Culinary Institute of America (CIA) to operate at the Greystone Cellars site when the City Council certified the Final EIR prepared for the project and issued a Use Permit per Resolution No. 93-105. The use permit issued for the project authorized use of the Greystone Cellars property as an advanced cooking school with ancillary commercial uses; conditions stipulated that the student enrollment not exceed 104 students . Amendments to the use permit were authorized in 1996, 1997, 2001, 2003, 2004, 2006, 2007, and again in 2008. As amended, the use permit allows for the operation of a culinary school with ancillary commercial uses and a student enrollment of 200 students. The site is supported by a total of 265 parking spaces.

HISTORY OF ACTIONS

RESOLUTION 93-105	Approved Use Permit for CIA @ Greystone
RESOLUTION 96-95	Amended conditions 10C, 10D, 10G and 12E to expand operation of the restaurant, expand operation of the campus store, frequency of tours, and address the design of the outdoor terrace.
RESOLUTION 97-162	Authorized conversion of approx. 3,000 sf on third floor, south wing, to office uses.
RESOLUTION 2001-60	Amended condition 10F, authorizing rehabilitation and use of Still House
RESOLUTION 2003-42	Amended condition 10F to authorize rehabilitation and use of Gatehouse
RESOLTUION 2004-112	Amended condition 13A to authorize increase in water use; concurrently amended water use agreement
RESOLUTION 2006-07	Amended conditions 10A, 10B, and 12F to allow for Associate's Degree; increase variety of classes; update provisions related to student/housing ratio
RESOLUTION 2008-76	Amended conditions to update Regulated Food and Beverage Inventory; increase enrollment; allow more advertising; introduce new teaching kitchen; relocate existing teaching kitchen; and add 25-35 seat café/deli

*For a comprehensive list of past entitlements issued to the Culinary Institute of America at Greystone see **ATTACHMENT 2**.*

PROJECT DESCRIPTION

The Culinary Institute of America (CIA) at Greystone is proposing a campus master plan to restructure and expand the educational facilities at the Greystone Campus (2555 Main Street) and expand student enrollment from 200 to 300 students. Also proposed is a 4,468 sf underground storage cave and the installation of three modular storage units at the rear of the building. The applicant is requesting Design Review and Use Permit entitlements for the Greystone site.

Student Enrollment
The CIA proposes to increase student enrollment by 100 students to accommodate a total of 300 Students. The 300 students would be enrolled in an occupational education program to obtain an associate's degree (two year program) or certificate (one year program).

Storage Cave
The applicant proposes the excavation of a 4,468-square-foot (sf) storage cave at the north end of the Greystone Cellars building, beneath the former WSGR. The introduction of the storage cave would include constructing entry tunnels extending from two portals at the Greystone loading dock retaining wall. The portal openings would be 10 feet high and 10 feet wide.

Revision of Interior Spaces
The interior changes include improvements to the student dining commons, the introduction of new teaching kitchens, and a new special events kitchen. Also proposed is the closure of the 190 seat Wine Spectator at Greystone Restaurant (WSGR) and relocation of the CIA restaurant to the 58-seat Flavor Discovery Center, resulting in a net reduction in restaurant capacity of 132 seats. The restaurant at the Flavor Discovery Center will be student-run, and will serve meals five days a week for 36 weeks (180 days) per year as opposed to the WSGR which operated 362 days per year and served both lunch and dinner.

More specifically, the interior changes will be as follows:

- Convert the WSGR to a Student Commons and Dining Area and build a new Special Events Kitchen on second floor. The CIA would then demolish first floor workshops and existing back offices, consolidate Staff and faculty offices in an open floor plan administrative wing, and construct a student learning commons.

- Demolish the education office on the 3rd Floor and build a new baking and pastry facility. The CIA will then rebuild a teaching kitchen on the third floor along with two new skill development kitchens in the former bakeshop area.

- Finally, complete a new teaching kitchen, a garde manger kitchen, a multi-use kitchen, an ala carte kitchen, walk-in and storeroom, and specialty kitchen all on the third floor north.

Modular Units
A series of three (3) modular storage units ranging in size from 633 sf to 1,337 sf would be installed at the rear of the third floor of the Greystone Cellars building. The installation of the units would be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties so as to avoid impacting the building's historic integrity. The modular units will only be visible to students, staff and visitors who traverse the driveway at the rear of the property.

ANALYSIS

GENERAL PLAN
The Greystone Campus exhibits a General Plan Land Use Designation of Public; Quasi-Public. The Public; Quasi-Public Designation occurs throughout the City and provides for government-owned facilities, public and private schools, and quasi-public uses

General Plan policies applicable to the Greystone Campus Master Plan include:

2.6.30 Protect historic resources in the commercial areas and encourage their rehabilitation and re-use

3.4.3 Give preference to visitor serving uses whose orientation is toward a more discriminating upscale market consistent with the Valley's reputation as a producer of world class wines, and discourage the introduction of uses that are dependent upon a mass tourist market, while not increasing the total number of tourists.

4.8.1 Preserve historic buildings and landscapes throughout the City of St. Helena as an important component of the City's heritage

4.8.2 Where feasible adapt historic structures to modern uses to ensure their economic viability and to protect against possible loss.

Staff Response:
As proposed the project will facilitate the continued use of the historic Greystone building and in doing so would preserve the historic resource as a valuable piece of St. Helena's heritage. As such, the project would be consistent with GP Policies, 2.6.30, 4.8.1, 4.8.2. Further, the Culinary Institutes' emphasis on food and wine education promotes the Valley's reputation of a world class destination for wine and the culinary arts. As such, the proposed project exhibits overall consistency with all applicable General Plan goals, policies, and objectives.

ZONING
Consistent with the Public; Quasi-Public Land Use Designation, the Greystone Campus exhibits a zoning designation of W: Winery; PD: Planned Development overlay and HP: Historic Preservation Overlay. The PD overlay may be combined with an existing zoning district insofar as the design and the proposed use is consistent with the intent of the St. Helena General Plan.

The PD overlay is intended to provide for development which serves public objectives more fully than development permitted under conventional zoning regulations. The PD overlay provides flexibility to allow for deviations from the standards of the zoning ordinance, accommodate mixed land uses, a variety of housing types, the assembly of small parcels of land into a larger more effective unit, the preservation of open space, natural features or historical structures and structures with diverse building setbacks, lot sizes and building heights.

The HP Overlay is applied to the site given that the site is historically significant and listed on the National Register of Historic Places (NRHP). The purpose of the HP overlay district is to preserve the unique architectural character of structures which have contributed to the city's historic development.

With the proposed changes, the project will continue to meet the applicable development criteria prescribed by the Zoning Code and will meet the intent of the Public; Quasi-Public Land use designation. Further, the project will comply with the HP overlay provisions given that it will not result in exterior changes to the building facades, structures, or to passage ways that could adversely impact the building's historic integrity. As stipulated under Municipal Code Section 17.92.050 no permits for remodeling shall be issued for properties within the HP district which would result in exterior changes to building facades, structures, or to passage ways providing inter-accessibility within a block, unless such change is approved by the planning commission in accordance with the following findings:

1. *That the alteration is compatible with the architectural style of the existing structures;*

2. *That the alteration does not eliminate elements that are required to maintain the essential form and character of the structure;*

3. *That the alternation is compatible with adjoining structures and the use of such structures.*

Given that the project does not propose any such changes, the project would not alter or otherwise impact the integrity of a significant historic resource and therefore complies with the HP District Regulations.

WATER NEUTRALITY

In August 2015 and pursuant to Ordinance 2015-5 the City of St. Helena established mandatory water efficiency measures for new construction, and adopted water demand offset requirements enumerated in Chapter 13.12.050 of the Municipal Code. Amongst these provisions is the requirement that any "new development" (i.e., construction that would introduce any freestanding building that contains water-using fixtures, any floor area additions to existing nonresidential structures, or any residential additions or remodeling that increases the number of independent living units) offset new demand by an amount of water equal to the new demand placed on the city water system using the methodology defined in Municipal Code section 13.12.050. The offset must be clearly demonstrated to the satisfaction of the Director of Public Works.

The CIA Campus currently operates under two separate water agreements. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to the Greystone Campus and 4,750 gpd to the Vineyard Lodge Housing site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year.

Under the CIA Campus Master Plan, the applicant proposes to maintain the existing gross water allotment of 23.1 AF per year, by combining the allocations set forth in the existing two agreements into a single agreement. Specifically, the applicant proposes the rescission of the two existing Agreements and the adoption of a new Joint Water Use Agreement which would redistribute the gross water allotment across the two sites (which will accommodate an increase in water use at the Vineyard Lodge site as the water usage a the Greystone Campus is reduced). The ability of the project to remain within the current gross allotment of 23.1 AF per year is made possible through the installation of new more efficient fixtures at the respective project sites. In any event, the applicant will remain obligated to use not more than 23.1 AF per year.

A condition of approval will require that the new water use agreement which will include adequate enforcement methods that are trackable and sufficiently enforceable so as to ensure that the authorized allotment is not exceeded. Under the proposed Joint Water Use Agreement required per the condition of approval the project will not generate a net increase in water use relative to what was originally approved. As such, the project complies with the City's water neutrality policy.

DESIGN REVIEW

The purpose of design review is to, amongst 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. To approve design review, the Commission must find that the project is consistent with the design criteria prescribed by Section 17.164.030 and exhibits a quality of design that is compatible with adjacent development, features a siting, scale, massing and architectural style that is generally consistent with the predominant development patterns and that does not otherwise detract or negatively affect the established character of the surrounding neighborhood.

The Greystone Campus is historically significant as a good example of the late nineteenth century Richardsonian Romanesque architecture in California and further, because it provides a tangible link to the Napa Valley's historical viticultural operations of the last century. Recognizing the historic significance, all project activities are either confined to the interior of the subject site or less visible areas of the property. For example, the three proposed modular units will be confined to the rear of the building and located at the third floor and not readily visible from the property frontage. The storage cave will be underground with entrances confined to loading dock areas and at the rear of the subject property such that it is not visible from main viewing areas. Given the limited nature of exterior changes, the project is expected to be consistent with all Design Criteria parameters, as detailed below.

<u>Design Criteria</u>

1. Consistency and compatibility with applicable elements of the general plan;

   As detailed above, the project is consistent with all applicable General Plan policies

2. Compatibility of design with the immediate environment of the site;

No exterior changes are proposed that would alter the design of the building or site.

3. Relationship of the design to the site;

   The design will greatly limit changes visible on the building exterior; for example, the proposed modular units will be located at the building's rear and not readily visible from public viewing areas. As such, the relationship of the design to the site is appropriate.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   All work will be performed in accordance with the Secretary of the Interior's Standards and will be consistent with the historic character of the subject site.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   No substantial changes are proposed that would alter the existing scale or character.

6. Compatibility with future construction both on and off the site;

   No exterior changes are proposed that would alter compatibility with future construction on or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed modular units will be of simple design and materials which will ensure their functionality while also limiting changes to the visual environment.

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;

   Not applicable.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;

   No open space or landscaping is proposed as part of this project.

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;

    Not applicable.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    No changes to the circulation system are proposed.

12. Whether natural features are appropriately preserved and integrated with the project;

    No changes to natural features are proposed.

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;

    Three modular units ranging in size from 633 sf to 1,337 sf sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). Given the above, the proposed new modular units are expected to be compatible with adjacent structures.

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;

    There is no new landscaping proposed.

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;

    No landscaping is proposed.

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.

    All outdated/inefficient fixtures and systems will be replaced with more efficient and environmentally friendly fixtures.

The exterior modifications proposed for the subject site are largely limited to the introduction of three new modular storage units at the rear of the property. The proposed units would be stand-alone not additions to the building such that they are reversible and their removal in the future would not affect the historic integrity of the building. Given the very limited design changes and in light of the design criteria above, the project is found to be generally consistent with the design review requirements.

USE PERMIT

The purpose of a use permit is to allow the proper integration of essential or desirable uses which may be suitable only in certain locations or zoning districts in the City, or to ensure that such uses are designed or arranged on the site in a particular manner. In its review of applications for use permits, the Planning Commission shall evaluate each

proposed use in order to consider its impact on the city. (Zoning Code Section 17.168 040).

The Greystone facility operates under use permit No. 93-105, which has been amended multiple times since approved in 1993. In its present form, the use permit authorizes the operation of a culinary school with a student population of 200 students, ancillary commercial uses, including a 35 seat café/bakery, the 190 seat Wine Spectator at Greystone Restaurant, and 3,100 sf retail store. The site is served by a total of 265 parking spaces with valet parking available for 60 vehicles.

The Applicant has requested to amend the use permit to better align with the facility's move toward occupational education and accommodate changing needs. Much of the CIA's large-scale special events and commercial activities have been transferred to the recently acquired, American Center for Wine Food & The Arts (COPIA) in the City of Napa. As such, the Greystone facility will see a much greater focus on the educational component. Specifically, the applicant is requesting that the use permit be revised to allow a total enrollment of 300 students, allow more flexibility in the operation of the retail store, and allow for a 58-seat student-run restaurant to replace the now closed, 190-seat Wine Spectator at Greystone Restaurant (**See Attachment 5**). The proposed changes do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit.

The Greystone facility and uses therein have evolved significantly since the original use permit was issued in 1993. Accordingly, the recommended new use permit would incorporate and update items still applicable and add new conditions, as appropriate. As conditioned, the project will meet all applicable criteria, and Staff recommends approval of the new use permit.

The Findings required to approve a Use Permit are:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   No significant changes in the operation of the facility will change and there is no expectation that the proposed project would generate odors, fumes, dust, light, glare, radiation or refuse beyond what is currently typical of the culinary school use. As such, operation of the Greystone Campus consistent with the proposed project would not be injurious to surrounding uses or the community.

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

   Levels of noise would be consistent with or less than existing noise levels given the reduction in events and size of the on-site restaurant.

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

   As detailed in the Traffic Impact Report, the proposed project will not cause a substantial increase in traffic trips that would cause the ambient noise level to exceed the normally acceptable range. Given the limited traffic trips associated with the proposed project, the project would not cause traffic noise to noticeably increase beyond existing level or otherwise exceed normally acceptable ranges.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The level of demand placed on public services will remain consistent with that which currently exists due to the introduction of more efficient fixtures and systems, adherence to the water neutrality policy, and the fact that the proposed use will continue to operate as a culinary school with an ancillary retail and restaurant component.

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

   No changes to ingress/ egress are proposed.

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

   The proposed use is consistent with that which currently exists at the site an no changes are expected that would otherwise conflict with the City's goal of maintaining the economic viability of a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   No significant change in use or operation is proposed and as such, the proposed use would continue to be compatible with surrounding land uses.

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

   As detailed above, the use would be consistent with all applicable General Plan policies.

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

   The proposed use is largely consistent with that which currently exists at the subject site and is not expected to be injurious to public health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    The findings related to this particular project are unique and applicable only to the CIA Campus Master Plan. There is no reason to expect that approval of this use permit would set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    No changes to parking are proposed. Students living off-site would continue to be required to utilize the shuttle for transportation between student housing and the Greystone Campus. As such, no demand that couldn't be accommodated by the existing level or parking is expected.

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

    The surrounding roadways will continue to be able to accommodate automobile and truck traffic generated by the proposed project and is not expected to increase substantially beyond that which currently exists.

REGULATED FOOD & BEVERAGE ESTABLISHMENTS INVENTORY

At present, the Regulated Food and Beverage Inventory lists 30 establishments. The project will result in the closure of the 190 seat Wine Spectator at Greystone Restaurant and introduction of the 58-seat restaurant at the Flavor Discovery Center, resulting in no net change in the number of establishments on site, but with a net reduction in seats of (132). The project will be conditioned such that restaurant seating not exceed 58 seats and that restaurant facilities remain an ancillary use to the overall educational use.

CEQA

In accordance with Article 6 and Appendix G of the California Environmental Quality Act (CEQA) Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project and included as **Attachment 7**. The document contains a description of the proposed project, an analysis of potential environmental impacts resulting from the proposed project, as well as mitigation measures intended to reduce potentially significant impacts to less-than-significant levels.

The IS/MND found that although the proposed project would generate potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, land use, noise, and transportation, through the

introduction of mitigation measures agreed upon by the project applicant, all potentially significant impacts would be reduced to less than significant levels.

The Draft IS/MND was circulated for a 40-day public review period from December 9, 2016 to January 23, 2017. Twelve (12) comment letters were received during the public comment period which communicated concerns related to wastewater generation, water availability, traffic, aesthetics, and safety. A formal response to comments was prepared and is included as **Attachment 8**..

The Response to Comments addresses concerns raised on environmental issues and provide clarification and revision to the IS/MND, as appropriate. Included in Section 3 of the Response to Comments are changes made to the IS/MND. Modifications are denoted using strikethrough for deletions and underline for insertions. Modifications to the IS/MND are intended to provide clarification, expand discussion, and enhance understanding of the analysis, site conditions, and potential impacts of the project. No modifications to the IS/MND were so substantial as to warrant recirculation pursuant to CEQA Guidelines Section 15088.5

PUBLIC COMMENT/ ISSUES

At the writing of the staff report a total of 18 comment letters were received on the project, 12 of those letters were provided during the public comment period and responded to as part of the CEQA Response to Comments. Issues raised centered on the Vineyard Lodge component and related to concerns about wastewater generation, water availability, traffic, aesthetics, and safety. A detailed discussion of these issues is provided in the Response to Comments, **Attachment 8.**

STAFF RECOMMENDATION

The Planning and Community Improvement Department recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project; and

2. Accept the required findings enumerated in Municipal Code Section 17.164.030 and adopt a resolution approving Design Review and a Use Permit for the CIA at Greystone project.

ATTACHMENTS

1.Resolution + Conditions
2.Legislative History
3.APN Map
4.Aerial View
5.Project Narrative
6.Project Plans date stamped, Feb 13, 2017
7.Mitigated Negative Declaration and MMRP, Dec 9, 2016.
8.Response to Comments on the IS/MND
9.Public Comments

Attached to 3/21 Agenda.

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA DENYING DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND DENYING A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:**
009-010-024
and
009-131-003

Recitals

1. **Whereas,** The Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** The Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** The entitlements requested for the Greystone property (2555 Main Street) and the Vineyard Lodge Housing Site (830 Pratt Avenue) are effectively intertwined and viewed as one project under CEQA such that the approval or disapproval of entitlements related to one property could necessarily apply to the other.
4. **Whereas,** Pursuant to CEQA Guidelines Sections 15072 and 15073, a Draft Mitigated Negative Declaration and included Initial Study was circulated for public review and comment from December 9, 2016 until January 23, 2017; and
5. **Whereas**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of potentially significant effects on the environment and

identified mitigation measures that would reduce the significant effects to a less-than-significant level; and

6. **Whereas,** The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017, which was continued to a date certain, March 7, 2017. At this meeting, the Planning Commission determined the project was incompatible with the required findings needed to approve the project, and directed staff to prepare a resolution for denial, for review and action on March 21, 2017.
7. **Whereas**, The Planning Commission, after reviewing project materials, and considering written evidence and the testimony submitted at the February 21, 2017 and March 7, 2017, meetings and on March 21, 2017, Planning Commission Hearing, voted to deny the applications in their entirety and without prejudice.
8. **Now, therefore** let it be found that, the Planning Commission denies the requested Use permit and Design Review for 2555 Main Street and denies the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue without prejudice and on the following basis:

Resolution

In making the findings in this Resolution, the Planning Commission relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report(s), City files for this matter, correspondence, presentations and other materials.

1. Pursuant to CEQA Section 15270, CEQA does not apply to a project which a public agency rejects or disapproves.
2. Design Review The Planning Commission has considered the findings identified in Municipal Code Section 17.164.030 required to support approval of a Design Review Permit and hereby finds that the project has not demonstrated the ability to meet all of the required findings in that:
    1. It has not been demonstrated that the proposed Vineyard Lodge Housing development would be consistent with applicable General Plan policies given that its scale and massing is not found to be sympathetic or complementary to historic and distinctive neighborhoods of the City, nor was it found by the Planning Commission to sufficiently retain the rural small town quality and character of St. Helena.
    2. It has not been demonstrated that the form and massing of the Vineyard Lodge Building's would be compatible with the immediate environment of the site in that the height, massing and square footage exhibited by the proposed dormitory

buildings were incompatible with the residential buildings and general character of the immediate vicinity.

3. It has not been demonstrated that the Vineyard Lodge Housing design promotes harmonious transition in scale and character in areas between different designated land uses in that the proposed dormitory building on Pratt Avenue exhibits a scale and density significantly greater than that of the surrounding area and is not compatible with the surrounding character.

4. Use Permit The Planning Commission has considered the findings identified in Municipal Code Section 17.168.050 required to support approval of a Use Permit and hereby finds that the project has not demonstrated the ability to meet all of the required findings in that:

1. It has not been demonstrated that the proposed Vineyard Lodge Housing use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses, given the significant increase in the number of on-site residents.

2. It has not been demonstrated that the proposed Vineyard Lodge Housing use would not make excessive demands on the provision of public services including, sewer capacity, based on the existing design and odor issues associated with the Crinella Pump Station.

3. It has not been demonstrated that the proposed Vineyard Lodge Housing use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located given its location outside of the urban limit line, deviation from the agricultural and residential character of surrounding land uses and the lack of compliance with the required setback and parking requirements of said Districts and location.

4. The parking plan submitted by the applicant does not demonstrate adequate off-street parking at the Vineyard Lodge Housing Site as needed to accommodate the long term parking needs of residents, guests and events proposed to occur at the project site, as a component of the proposed dormitory land use.

I HEREBY CERTIFY that the foregoing demolition permit, design review, and use permit for 2555 Main Street, and the foregoing demolition permit, design review, variances, and use permit for 830 Pratt Avenue were duly and regularly denied by the Planning

Commission of the City of St. Helena without prejudice and at a regular meeting of said Planning Commission held on March 21, 2017, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:ATTEST:

__ __ _____

Grace KistnerNoah Housh
Chair, Planning CommissionPlanning Director

2555 Main Street/ 830 Pratt Avenue
Demolition Permit, Variance, Design Review and Use Permit
March 7, 2017

Attached to 3/27 email.

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA DENYING DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND DENYING A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:** 009-010-024 and 009-131-003

Recitals

1. **Whereas,** The Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** The Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** The entitlements requested for the Greystone property (2555 Main Street) and the Vineyard Lodge Housing Site (830 Pratt Avenue) are effectively intertwined and viewed as one project under CEQA such that the approval or disapproval of entitlements related to one property could necessarily apply to the other.
4. **Whereas,** Pursuant to CEQA Guidelines Sections 15072 and 15073, a Draft Mitigated Negative Declaration and included Initial Study was circulated for public review and comment from December 9, 2016 until January 23, 2017; and
5. **Whereas**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of potentially significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and
6. **Whereas,** The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017, which was continued to a date certain, March 7, 2017. At this meeting, the Planning Commission determined the project was incompatible with the required findings needed to approve the project, and directed staff to prepare a resolution for denial, for review and action on March 21, 2017.

7. **Whereas**, The Planning Commission, after reviewing project materials, and considering written evidence and the testimony submitted at the February 21, 2017 and March 7, 2017, meetings and on March 21, 2017, Planning Commission Hearing, voted to deny the applications in their entirety and without prejudice.
8. **Now, therefore** let it be found that, the Planning Commission denies the requested Use permit and Design Review for 2555 Main Street and denies the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue without prejudice and on the following basis:

Resolution

In making the findings in this Resolution, the Planning Commission relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report(s), City files for this matter, correspondence, presentations and other materials, including statements made in the review and deliberation on the project.

1. Pursuant to CEQA Section 15270, CEQA does not apply to a project which a public agency rejects or disapproves.

2. Design Review The Planning Commission has considered the findings identified in Municipal Code Section 17.164.030 required to support approval of a Design Review Permit and hereby finds that the project has not demonstrated the ability to meet all of the required findings in that:

    1. It has not been demonstrated that the proposed Vineyard Lodge Housing development would be consistent with applicable General Plan policies given that its scale and massing is not found to be sympathetic or complementary to historic and distinctive neighborhoods of the City, nor was it found by the Planning Commission to sufficiently retain the rural small town quality and character of St. Helena.
    2. It has not been demonstrated that the form and massing of the Vineyard Lodge Building's would be compatible with the immediate environment of the site in that the height, massing and square footage exhibited by the proposed dormitory buildings were incompatible with the residential buildings and general character of the immediate vicinity.
    3. It has not been demonstrated that the Vineyard Lodge Housing design promotes harmonious transition in scale and character in areas between different designated land uses in that the proposed dormitory building on Pratt Avenue exhibits a scale and density significantly greater than that of the surrounding area and is not compatible with the surrounding character.

3. Use Permit The Planning Commission has considered the findings identified in Municipal Code Section 17.168.050 required to support approval of a Use Permit and hereby finds that the project has not demonstrated the ability to meet all of the required findings in that:

    1. It has not been demonstrated that the proposed Vineyard Lodge Housing use would not generate levels of noise that adversely affect the health, safety, or

welfare of neighboring properties or uses, given the significant increase in the number of on-site residents.

2. It has not been demonstrated that the proposed Vineyard Lodge Housing use would not make excessive demands on the provision of public services including, sewer capacity and vehicular circulation, based on the existing design and odor issues associated with the Crinella Pump Station and the proposed reductions in the setback from the roadway.

3. It has not been demonstrated that the proposed Vineyard Lodge Housing use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located given its location outside of the urban limit line, deviation from the agricultural and residential character of surrounding land uses and the lack of compliance with the required setback and parking requirements of said Districts and location.

4. The parking plan submitted by the applicant does not demonstrate adequate off-street parking at the Vineyard Lodge Housing Site as needed to accommodate the long term parking needs of residents, guests and events proposed to occur at the project site, as a component of the proposed dormitory land use.

4. The project is hereby found to be in general compliance with the elements of the Design Review Criteria and the Use Permit Findings not referenced as inconsistent above or in statements made by the Planning Commission in their review and deliberations over the proposed project.

I HEREBY CERTIFY that the foregoing demolition permit, design review, and use permit for 2555 Main Street, and the foregoing demolition permit, design review, variances, and use permit for 830 Pratt Avenue were duly and regularly denied by the Planning Commission of the City of St. Helena without prejudice and at a regular meeting of said Planning Commission held on March 21, 2017, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

Grace Kistner
Chair, Planning Commission

ATTEST:

Noah Housh
Planning Director

Attached to 4/18 agenda.

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC2017-013

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA DENYING DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND DENYING A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:** 009-010-024 and 009-131-003

Recitals

1. **Whereas,** the Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** the Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** the entitlements requested for the Greystone property (2555 Main Street) and the Vineyard Lodge Housing Site (830 Pratt Avenue) are effectively intertwined and viewed as one project under CEQA such that the approval or disapproval of entitlements related to one property could necessarily apply to the other.
4. **Whereas,** pursuant to CEQA Guidelines Sections 15072 and 15073, a Draft Mitigated Negative Declaration and included Initial Study was circulated for public review and comment from December 9, 2016 until January 23, 2017; and
5. **Whereas**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of potentially significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and
6. **Whereas,** the Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017, which was continued to a date certain, March 7, 2017. At this meeting, the Planning Commission determined the project was incompatible with the required

findings needed to approve the project, and directed staff to prepare a resolution for denial, for review and action on March 21, 2017.

7. **Whereas**, the Planning Commission, after reviewing project materials, and considering written evidence and the testimony submitted at the February 21, 2017 and March 7, 2017, meetings and on March 21, 2017, Planning Commission Hearing, voted to deny the applications in their entirety and without prejudice, and directed staff to prepare a resolution with findings memorializing and explaining the Planning Commission's decision.

Resolution

Now, therefore be it resolved that the Planning Commission hereby denies the requested Use Permit and Design Review for 2555 Main Street, and denies the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue without prejudice and on the basis of the following findings:

1. The Planning Commission relied upon and hereby incorporates by reference all of the documents to which this Resolution refers, and the associated staff report(s), City files for this matter, correspondence, presentations and other materials, including statements made in the review and deliberation on the project. The Planning Commission further hereby incorporates by reference the recitals set forth above.
2. Pursuant to Section 15270 of the CEQA Guidelines, CEQA does not apply to a project which a public agency rejects or disapproves.
3. Design Review. The Planning Commission has considered the findings identified in St. Helena Municipal Code ("SHMC") Section 17.164.030 required to support approval of a Design Review Permit and hereby finds that the project applicant does not meet all of the required findings in that:

   A.The proposed Vineyard Lodge Housing development project would not be consistent with applicable General Plan policies given that its scale and massing is not found to be sympathetic or complementary to historic and distinctive neighborhoods of the City, nor does it sufficiently retain the rural small town quality and character of St. Helena.

   B.The form and massing of the Vineyard Lodge Building's would not be compatible with the immediate environment of the site in that the height, massing and square footage exhibited by the proposed dormitory buildings were incompatible with the residential buildings and general character of the immediate vicinity.

   C.The Vineyard Lodge Housing design does not promote harmonious transition in scale and character in areas between different designated land uses in that the proposed dormitory building on Pratt Avenue exhibits a scale and density significantly greater than that of the surrounding area and is not compatible with the surrounding character.

4. Use Permit. The Planning Commission has considered the findings identified in SHMC Section 17.168.050 required to support approval of a Use Permit and hereby finds that the project does not meet all of the required findings in that:

   A.The proposed Vineyard Lodge Housing use would generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses, given the significant increase in the number of on-site residents.

B.The proposed Vineyard Lodge Housing use would make excessive demands on the provision of public services including, sewer capacity and vehicular circulation, based on the existing design and odor issues associated with the Crinella Pump Station and the proposed reductions in the setback from the roadway.

C.The proposed Vineyard Lodge Housing use would not be compatible with surrounding land uses and would conflict with the purpose established for the district within which it would be located given its location outside of the urban limit line, deviation from the agricultural and residential character of surrounding land uses and the lack of compliance with the required setback and parking requirements of said Districts and location.

D.The parking plan submitted by the applicant does not demonstrate adequate off-street parking at the Vineyard Lodge Housing Site as needed to accommodate the long term parking needs of residents, guests and events proposed to occur at the project site, as a component of the proposed dormitory land use.

5. To the extent not expressly stated above, the Planning Commission hereby incorporates herein, and adopts herein as its findings, the statements and comments for denial made by the members of the Planning Commission during the public hearing and deliberations on the project.

I HEREBY CERTIFY that the foregoing demolition permit, design review, and use permit for 2555 Main Street, and the foregoing demolition permit, design review, variances, and use permit for 830 Pratt Avenue were duly and regularly denied by the Planning Commission of the City of St. Helena without prejudice and at a regular meeting of said Planning Commission held on March 21, 2017, by the following roll call vote:

AYES: Commissioner Parker, Kistner, Knudsen and Monnette
NOES: None
ABSENT: None
ABSTAIN: Sweeney

APPROVED:ATTEST:

__ __ _____

Grace KistnerNoah Housh
Chair, Planning CommissionPlanning Director

2555 Main Street/ 830 Pratt Avenue
Demolition Permit, Variance, Design Review and Use Permit
March 21, 2017

Attachment 8

City of St. Helena

Culinary Institute of America Campus Master Plan

Response to Comments
on the
Draft Initial Study/Mitigated Negative Declaration

February 21, 2017

RESPONSE TO COMMENTS ON THE DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

CULINARY INSTITUTE OF AMERICA CAMPUS MASTER PLAN
GREYSTONE CAMPUS AND VINEYARD LODGE HOUSING

This document provides responses to comments received on the Public Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Culinary Institute of America Campus Master Plan (hereinafter referred to collectively as the "project"). These responses address issues raised by the comments and clarify and reiterate discussion provided in the IS/MND. This document also includes corrections and additions to the IS/MND in response to comments received. These corrections and additions clarify or correct text in the IS/MND, but do not change the findings or conclusions of the analysis. This response to comments document along with the Draft IS/MND constitutes the Final IS/MND.

In accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended) (California Public Resources Code 21000 et. seq.), the IS/MND was circulated for a 20-day public review and comment period from December 9 to January 3 and extended for another 20 days, until January 23, 2017, for a total comment period of 40 days. Twelve (12) comment letters were received on the IS/MND. To the extent possible, comment letters received outside of the public comment period were also responded to. As explained herein, in light of the whole record, the City of St. Helena finds that all potentially significant impacts have been adequately addressed in the IS/MND and this Response to Comments.

CEQA REQUIREMENTS

CEQA Guidelines Section 15074 identifies the responsibilities of the Lead Agency when considering the adoption of a Negative Declaration or Mitigated Negative Declaration:

(a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.

(b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence[1] that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Consistent with CEQA requirements, the City of St. Helena has reviewed and considered all comments received on the IS/MND. CEQA does not require the lead agency to prepare a response to public comments received on a Negative Declaration or Mitigated Negative Declaration. Nevertheless, the City of St. Helena has prepared this document to fully disclose all public and agency comments received and to provide responses to those comments.

[1] "Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code Secs. 21080(e), 21082.2(c); Guidelines § 15384).

ORGANIZATION OF THIS DOCUMENT

Section 1 includes a "List of commenters on the Draft IS/MND." The comments received on the Draft IS/MND and responses to those comments are included in Section 2, "Responses to Public Comments." Section 3 provides, "Revisions to the IS/MND," which includes corrections and additions to the IS/MND. Corrections and additions to the IS/MND are shown in underline for new text added and in ~~strikethrough~~ for text that was deleted. Section 4, "Summary" contains a summary of this responses-to-comments process and subsequent action by the City of St. Helena regarding the project.

1. LIST OF COMMENTERS ON THE DRAFT IS/MND

The MND was circulated for a 40-day public review period that began December 9, 2016 and concluded on January 23, 2017. The City of St. Helena received a total of 12 comment letters on the IS/MND (see commenters 1-12 below). Written comments received during the public review of the IS/MND were from the individuals listed below:

1. Tom Thurmond, December 23, 2016
2. Tom Belt, December 23, 2016
3. Celia Lenson, December 26, 2016
4. George Caloyannidis, December 26, 2016
5. Donna Hinds, January 11, 2017
6. Tom Rinaldi, January 11, 2017
7. Dianna Varozza, January 17, 2017
8. D Packman, January 9, 2017
9. Carol Norfleet, January 18,2017
10. Anthony Micheli, January 13, 2017.
11. Paul Bertoli, January 19, 2017
12. Priscilla Dell, January 24, 2017

Section 2, below, provides the City's responses to comments received. A number of written comments received conflate points and opinions relevant to the project's merits with points pertinent to the potentially significant environmental effects of the project. As required under CEQA, the Response to Comments focuses on points relevant to the environmental review and limits discussion of comments related to the project's merits and which do not directly relate to the adequacy of the environmental document. Pursuant to CEQA Section 15073, a lead agency is not required to prepare formal written responses to comments on a mitigated negative declaration. Nonetheless, the City has prepared formal responses in an effort to provide a greater level of clarity and disclosure.

Comment letters received on the IS/MND involved variations of many of the same themes. To avoid redundancy and fully address all comments and concerns, the City has prepared "Master Responses," which serve as topical responses to address those comments replicated across comment letters. The Master Responses are followed by responses to individual comments letters and which address points not covered under any Master Response. The City reviewed and

considered all comments received. In no instance did the comments result in the identification of a new or previously unidentified significant impact.

Master Responses on the IS/MND centered on the following issues:

1. Aesthetics
2. Public Utilities
3. Traffic
4. Safety
5. Project Alternatives
6. Preparation of an EIR

2. RESPONSE TO COMMENTS RECEIVED

MASTER RESPONSE 1. AESTHETIC IMPACTS

The commenters assert that the building(s) proposed for 830 Pratt Avenue will adversely impact existing view sheds and that the scale and height are inconsistent with the rural character of the neighborhood and would cause an adverse impact to the visual environment.

As described on page 13 of the IS/MND, the City of St. Helena has not identified any specific vistas or viewsheds subject to protection, but rather, states that the sense of a strong connection to the surrounding agricultural open space and hillsides should be preserved in the future and that views of Vineyards, hillsides, creeks and major landscape features should be maintained. Consistent with the requirements of CEQA Section 15125, projects are to be analyzed against baseline conditions, which is generally interpreted to mean the physical condition existing at the time the environmental document is prepared *and*/*or* in limited circumstances, the physical condition projected to exist when a project becomes operational. Accordingly, the baseline conditions against which the proposed project was analyzed include a previously developed site in an otherwise agricultural and residential area with two existing dormitories, one to two stories in height, and exhibiting a total of 27,662 square feet and a parking lot with 85 spaces. The subject site is directly proximate to a series of three water treatment ponds (northeast of the site), and the Beringer Winery production facility that includes warehouses, offices, and a tank farm. At present, the site provides for intermittent views of surrounding vineyards and hillsides located to the east and west.

Pursuant to CEQA, a project may cause a significant impact to the visual environment if it would, amongst other things, have a *substantial* adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. To discern whether or not the project would cause a substantial adverse impact to a scenic vista or existing visual environment, the applicant prepared a Visual Impact Assessment based on the Bureau of Land Management methodology (**Appendix U of the IS/MND**). The Visual Impact Assessment evaluated modifications to the aesthetic environment for the foreground, mid-ground and background views from eight representative viewpoints and in relation to seven landscape components, namely, landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. It was determined that in most instances, the project would not measurably alter the viewers' perception of the visual environment, or degrade or obstruct existing scenic vistas i.e. the site would continue to read as multi-story dwelling units (dormitories) in an otherwise agricultural and residential area and continue to provide intermittent view of the surrounding agricultural areas and hillsides.

Certain viewpoints along Pratt Avenue, namely, VP1, VP4, and VP6 (as set forth in the Visual Impact Assessment, Appendix U of the IS/MND, would be subject to a greater level of change primarily due to the replacement of surface parking with buildings B and C. Nevertheless, it was concluded, based on the Visual Impact Assessment, that new construction would be of a scale and character consistent with the existing Vineyard Lodge II and that building design and colors will serve to limit changes to the visual environment. Last, mitigation measure AES-1 was introduced to ensure that the final landscape plan will exhibit a level of vegetative screening commensurate with that proposed, which will screen new buildings and therefore sufficiently limit visual changes to a less than significant level. Accordingly, the project is not expected to cause a *substantial* adverse effect on a scenic vista or *substantially* degrade the existing visual character or quality of the sites and its surroundings relative to the existing condition and impacts would be less than significant. No further analysis is therefore warranted.

MASTER RESPONSE 2. PUBLIC UTILITIES

Commenters assert that the Crinella pump station and wastewater Treatment Plant are inadequate to serve the project. In addition, commenters have indicated a concern related to adequacy of potable water supplies and presumed use of groundwater.

Under CEQA, a project may cause a significant impact if it would, "require or result in the construction of new water or wastewater facilities, the construction of which could cause significant environmental effects." As described on page 56 of the IS/MND under impact 16(B), the Vineyard Lodge project would result in a net increase of wastewater relative to existing conditions. However, the applicant is proposing on-site retention and treatment such that there would be no increase in instantaneous peak flows and therefore the loads placed on the sewer system would be largely consistent with those existing. This theoretical assumption will be confirmed pursuant to to condition of approval No.45, which requires the applicant perform a sewer capacity study.

In addition, the applicant is subject to a sewer impact fee assessed with the purpose of funding future upgrades and expansions of the wastewater collection system, treatment plant and/or associated pump stations. The assessment of development impact fees constitutes a uniformly applied development standard which is reflected as a condition of approval. It is presumed that impact fees will be imposed on the project and because the assessment of mandatory impact fees would cover the project's fair share contribution, any impacts subject to said fees would be less than significant and therefore no mitigation is required.

It should be further noted that, under state law, impact fees may only be collected to cover the impact of new development on existing infrastructure. Impact fees cannot be used to correct "existing deficiencies". Funding for maintenance and improvements to the City's wastewater infrastructure to correct existing deficiencies is from Wastewater utility rates (paid by consumers).

Crinella Pump Station

The Crinella Pump station serves properties located in northeast St. Helena. According to available records, the Crinella Pump station has undergone recent upgrades pursuant to mitigation imposed on the Los Alcobas Hotel project, which included the installation of a new 6" force main (to replace the existing 4" main) and 10" containment pipe that extends a distance of 1,210 linear feet from the Crinella pump station to the existing sewer system at the intersection of Railroad and Fulton Avenues.

To address the net increase in effluent, the CIA project applicant proposes upgrades to the SS primary treatment system which will include new septic and pump tanks. In addition, a new equalization pump tank will be used to collect and store effluent. The equalization pump will utilize onsite storage capacity and equivalent pumps to maintain the same instantaneous peak flow of the existing facility. As a result, there will be *no* increase to the instantaneous peak flow rate to the Crinella Pump Station relative to that which currently exists. No increases in peak flows will occur from implementation of the proposed expansion of the dormitories. Similarly, timed dosing (conveyance) of primary treated effluent during off-peak hours would further reduce loads placed on the pump station and Wastewater Treatment Plant. The retention of the same instantaneous peak flow and timed dosing during off-peak hours will prevent any adverse impacts to the Crinella pump station. When considered individually *and* in conjunction with other approved/ reasonably foreseeable projects, the expansion of the Vineyard Lodge Housing is not expected to place a demand on the Crinella pump station that could not be accommodated by the current system.

Wastewater Treatment Plant

From the Crinella Pump stations, flows are conveyed to the St. Helena Wastewater Treatment Plant. The Treatment Plant exhibits a dry weather treatment capacity of .5 million gallons per day (MGD) and a wet weather capacity of upwards of 2.8 mgd. On average, the WW Treatment plant treats approximately 400,000 gallons per day. Accordingly, the expected increase in flows generated by the subject project, which equate to 3,232 gpd, would be considered minimal. Further, because the project will provide on-site treatment, the effluent conveyed to the WW Treatment plan is expected to have 45 percent less Biological Oxygen Demand (BOD) relative to typical domestic water. Likewise, on-site treatment will also reduce Total Suspended Solids (TSS) by 80 percent relative to typical domestic water. Given that the net increase in effluent constitutes a relatively negligible amount and that the project applicant proposes primary on-site treatment, the loads placed on the wastewater treatment plant are minimal and not expected to generate an adverse impact.

Commenters allude to the fact that the California Regional Water Quality Control Board has ordered that upgrades be made to the City's Wastewater and Treatment Plant as a basis for the asserting that the sewer systems is inadequate to accommodate the proposed project. As a condition of 2016 NPDES permit reissuance, the City must come into compliance with current effluent limits for BOD and TSS by the year 2021. The NPDES permit authorizes discharge into the Napa River (a non-tidal waterway) given the absence of other feasible alternatives, *with* the stipulation that the City meet more stringent standards for BOD and TSS which are attainable by implementing more advanced secondary treatment. The city has until 2021 to come into compliance with the effluent limits and in the meantime is required to meet "interim" effluent limits.

Given that the amount of effluent generated by the subject project is, in relative terms, a minimal amount and that the project would perform primary on-site treatment to significantly reduce the level of BOD and TSS, the loading capacity placed on the Wastewater Treatment plant can be accommodated and the project would not cause the Wastewater Treatment Plant to exceed any of the effluent limits imposed on the facility now or in the current permit term. Further, the applicant will be assessed a sewer impact fee between 71 cents/ sq.ft. (Multi-Family Residential) to 94 cents/Square foot (lodging), equating to a total assessment value between $18,172.45 and 24,059.30. The sewer (wastewater) impact fee accounts for the costs associated with maintenance and improvement to the Wastewater Treatment Plant and Sewer Collection System in order to support new development. With sewer system upgrades proposed

by the project and the assessment of impact fees, the project is not expected to exceed or otherwise negatively impact the existing sewer system and infrastructure.

To conclude, given that the project would not increase the instantaneous wastewater peak flows of the site nor exceed the available capacity or effluent limits of the St. Helena Wastewater Treatment Plant and that the applicant would also pay the sewer impact fee which is commensurate with their fair share contribution, impacts related to wastewater would be less than significant. While no further analysis is warranted, the IS/MND will be updated to clarify and expand on the analysis to more accurately represent the project's relationship with the Wastewater Treatment system. In addition, an incorrect reference to the peak daily wastewater flows and anticipated increase will be corrected. The following changes to the language included on page 57 of the IS/MND, 16(a) will be made, as shown below:

A. **(Exceed Wastewater Treatment Requirements)** Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately ~~9,520~~ 9,605 gallons per day (gpd) which equates to a projected net increase of ~~1,960~~ 3,232 gpd over the existing ~~capacity~~ average recorded flow of 6,373. Effluent will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. A new equalization pump tank will be used to collect and store effluent. The equalization tank will provide approximately 12.5 hours of retention time at the anticipated peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City's sewer system. The equalization pump will utilize on site storage capacity and equivalent pumps to maintain the same instantaneous peak flow discharge as the existing facility. As a result, there will be no increase to the instantaneous flow rate to the City sewer system and therefore no adverse effect on the sewer system capacity. No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours would prevent any adverse impacts to the City sewers.

The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of ~~maintaining~~ improving the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

Ground Water

As stated above, several commenters purport that the proposed project will use groundwater and express concerns that there is not a sufficient level of groundwater in the aquifer to serve the subject project.

As detailed on page 65 of the IS/MND, the CIA maintains two separate water agreements applicable to the Greystone Campus and Vineyard Lodge Housing Site. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year.

The Greystone site has one existing well which may be used for landscape irrigation or domestic water use and will continue to be used as such under a new joint water use agreement. There is no new landscaping proposed for the Greystone site and no expectation that the project would result in a substantial increase to the amount of groundwater extracted from the onsite well. There are no groundwater wells at the Vineyard Lodge Housing Site and none are proposed. Rather, water supplies at the Vineyard Lodge Housing Site are provided by the City's municipal water supply, of which approximately 49% percent is sourced from Bell Canyon reservoir, 31% is provided by the City of Napa and approximately 20 % from Stonebridge Wells.

As specified in the IS/MND, the project will not result in a net increase to water use and will, like all water customers, be subject to water use restrictions imposed during dry years. Additionally, under the Water Agreements, the applicant will continue to be required to monitor and report City water use on a regular basis and be subject to penalties in the event that authorized water amounts are exceeded. Given the above, there is no expectation that the proposed project would exceed available water supplies or necessitate new or expanded water entitlements. Accordingly, no further analysis is warranted.

MASTER RESPONSE 3. TRAFFIC

Commenters assert that the project would cause traffic impacts which may be cumulatively significant and that sufficiency of parking on the Vineyard Lodge Housing Site at 830 Pratt Avenue is inadequate.

Traffic impacts/ LOS delays

The traffic analysis prepared by traffic consultant, Crane Transportation, was conducted in accordance with CEQA and appropriately determined that the project would not generate significant traffic impacts, cumulative or otherwise, and as detailed below.

The project's traffic impacts were evaluated consistent with the requirements of CEQA in Section 15, 'Transportation/Traffic,' of the IS/MND. The Traffic consultant, Crane Transportation, performed traffic counts on Thursday, May 12, 2016 for the period from 6:00 AM to 6:00 PM to establish the existing condition exhibited by the study intersections. Volumes were then seasonally adjusted consistent with Caltrans' PeMS (Performance Measurement System) peak season data for S.R. 29-128 to represent peak season conditions.

Traffic and intersection operations were evaluated using level of service calculations. Level of Service (LOS) provides for a qualitative description of operations that range from "LOS A," whereby the roadway exhibits excess capacity and little or no delay is present, to "LOS F," whereby the volume of traffic exceeds the capacity and generates long queues and excessive delays. Typically, "LOS E" represents "at capacity" conditions and "LOS F" represents "over capacity" conditions.

For side street stop-controlled intersections, such as that exhibited by the Pratt Avenue/ SR 29 intersection, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements. In an effort to evaluate the project's reasonably foreseeable impacts, traffic impacts were evaluated under existing, baseline (2018), and future (2035) scenarios.

As detailed in the Traffic Analysis, the significance criterion established by the 1993 St. Helena General Plan and applicable to the subject project reads, *"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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.*"

Under existing conditions without the project, the Pratt Ave/ SR HWY 29 WB intersection exhibits an LOS "D" under the AM Peak hour and LOS "E" under the PM Peak Hour and therefore the level of service is *already* below that considered acceptable by the General Plan, which is LOS C. Under baseline and future scenarios, the intersection further degrades to LOS "F" under conditions *without* the project.

In accordance with the significance criteria applicable to the project, a warrant threshold analysis was undertaken to determine the need for signalization. There are 9 possible tests for determining whether a traffic signal should be considered for installation. As detailed on page 9 of the traffic Study (**Appendix Q**) These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2014, California Supplement.

As stated in the Traffic Impact Report and on page 52 of the IS/MND, signal warrant thresholds were *not* met and therefore signalization is not needed and the project is not required to install signalization or otherwise mitigate for an impact. Accordingly, the Vineyard Lodge's contribution to traffic delay is determined not to be so substantial as to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system and does not constitute a potentially significant impact necessitating mitigation.

The commenters' concerns related to the delay on Pratt Ave/SR Hwy 29 WB Intersection. While the traffic study does confirm the assertion that the Pratt Avenue/ SR Hwy 29 intersection exhibits a deteriorated LOS under all scenarios (existing, baseline, and future), the substantial delay is an existing condition and continues to occur under future scenarios both with *and without* the project. The project's contribution to the existing delay is not great enough to trigger the need for signalization. The need for signalization at the Pratt Avenue/SR 29 intersection will continue to be monitored as subsequent project's trigger the need for a traffic study/warrant analysis and as needed to inform the Napa Valley Transportation Authority (NVTA) circulation plan updates and Caltrans studies. Further, the project will be assessed a traffic impact fee which will help pay for circulation improvements to reduce the impacts of traffic generated by new development within the City. Finally, all subsequent projects subject to CEQA will be required to evaluate their respective traffic impacts and contributions to roadway delays and mitigate accordingly. Given the above, the IS/MND's conclusion that the project will have a less than significant impact and the determination that the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system remain valid.

Cumulative Traffic Impacts.

To determine whether impacts may be "cumulatively considerable" the City directed the traffic consultant to evaluate traffic under the existing, baseline, and future year scenarios. The baseline scenario accounts for traffic generated by "pipeline projects" or those which are approved and/or reasonably expected to be constructed in the next 2-3 years; the traffic study accounted for traffic generated by the Los Alcobas project; however, no other approved major projects were anticipated at the time the traffic study was prepared in November 2016. For the future year scenario, the traffic impacts included pipeline projects (Los Alcobas) *and* applied a 2.25 percent growth rate to reflect buildout of the General Plan in 2035.

Under CEQA, a traffic impact could occur if the project would (amongst other things) "Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system…" As stated above, the City's significance criterion applicable to the project is outlined in the General Plan, and reads: "*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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis."*

As detailed in the traffic study and MND, when the project's traffic impacts are combined with the anticipated traffic impacts of other past, present, and probable future projects in the area, they do not cumulatively increase traffic levels above the City's significance threshold (i.e. warrant thresholds were not met under any of the scenarios). If this potential were to exist, the environmental document would be required to mitigate cumulative impacts. However, because, taken together, the existing, baseline, and future scenarios do not cumulatively exceed the significance thresholds, the projects traffic contributions are not "cumulatively considerable" meaning that the project does not have a potential to result in cumulative impacts and no further consideration of cumulative impacts is warranted.

Parking

Commenters assert that the level of parking proposed for the Vineyard Lodge Housing expansion is not sufficient and that residents of the Vineyard Lodge will park along Pratt Avenue.

A deficiency in parking does not in and of itself trigger a mandatory finding of significance nor is it necessarily considered a potential significant environmental impact; if however, the parking deficiency would contribute to or otherwise generate traffic congestion, safety hazards, etc, it may be a significant environmental impact. Because the Project and the proposed Vineyard Lodge Housing site has been planned and proposed to accommodate the transportation needs of its students through the provision of designated spaces and in conjunction with other means enumerated below, there will be no direct or indirect parking related impacts that would cause a potentially significant impact on the physical environment and no further analysis is warranted.

As stated on page 17 of the Traffic Impact Report (**Appendix Q**), the Traffic Consultant, Crane Transportation, performed hourly on-site parking surveys on Thursday May 12, 2016, which was considered to be a "typical day" at the CIA Greystone campus and Vineyard Lodge Housing Site. As detailed in the Traffic Impact Report (TIR) (which is incorporated into the IS/MND), at maximum, 42 vehicles were parked in the 85 space parking lot at the Vineyard Lodge Housing site. East of the main building, in the service parking area, there was one to three service vehicles parked throughout the day. At all times there were 43 or more available parking spaces in the parking lot. It was noted that permits were not readily displayed and therefore, the site did not appear to be monitored for permit holders versus visitors. Based on information obtained from the applicant, it is understood that 31 parking permits have been issued to students and therefore, it is assumed that vehicles in excess of that belong to visitors. The purpose of the parking analysis was to determine the appropriate number of parking spaces to provide a sufficient level of off- street parking for residents; as such, the TIR did not account for vehicles parked off-site and/or along Pratt Avenue.

As stated above, for the existing 101 rooms at the Vineyard Lodge Housing Site, only 31 parking permits have been issued. As such, it is reasonably concluded that the parking counts from May 2016 reflect the 31 permitted vehicles and approximately 10 visitor vehicles. With both resident and visitor vehicles, there remained an excess capacity of 43 parking spaces.

There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue *or* not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. Mitigation Measure LU-1 specifies:

> *" To minimize reliance on vehicles, the applicant shall provide a minimum of five (5) on-demand bicycles to be available to residents on an as-needed basis. If there is an increase in student demand for bicycles beyond the number provided, the applicant is required to increase the number of bicycles available for dormitory residents to meet the demand. Bikes shall be maintained in good functioning condition and be readily accessible to residents. The applicant shall provide a written statement detailing how the on-demand bike service will function for review and approval by the Planning and Community improvement Director prior to building permit issuance. The bikes shall be made available for use upon certificate of occupancy for whichever building is constructed first."*

By providing parking permits and spaces at a level consistent with the "typical" demand and complying with Mitigation Measures LU-1 which requires an on-demand bike program, the demand for parking is not expected to exceed that provided by the project. As such, the provision of 69 designated parking spaces consistent with the ratio currently exhibited by the

subject site, is reasonable and is not expected to cause an adverse physical impact on the environment.

Finally, in regards to on-street parking — parking is allowed along Pratt Avenue insofar as there is adequate shoulder widths (8 feet) and where adequate shoulder widths do not exist, parking is prohibited and denoted by red striping. Vehicles parked in appropriate locations along Pratt Avenue do not pose a safety hazard or otherwise generate a significant impact on the environment and therefore, no further consideration of this matter is warranted.

MASTER RESPONSE 4**.** SAFETY

Commenters note the poor condition of the Pratt Avenue Roadway and indicate that its current condition is not sufficient to maintain safety and that the CIA should do more to remediate the unsafe road conditions.

As stated on page 49 of the IS/MND, Pratt Avenue serves as a two-lane collector that connects Main Street to Silverado Trail on the north side of the City and provides access to both residential and winery uses. The condition of the Pratt Avenue roadway is an existing condition and would continue to deteriorate with *or without* the project. The project's contribution to roadway deterioration of Pratt Avenue is expected to be average and not exceptional relative to the contributions of other users.

The proposed project would result in an increase in the number of students residing at the Vineyard Lodge housing site and attending weekday classes at the Greystone facility. Regular shuttle service would continue to provide transportation between the Vineyard Lodge Housing site and the Greystone campus on weekdays, as students would not be allowed to use a personal vehicle to attend classes at Greystone as stated by the applicant and consistent with the current practice of students enrolled at the CIA. This prohibition will be detailed in the Transportation Management Plan required pursuant to Condition of Approval No.__. Alternatively, some students may choose to walk or bike to classes. However, shuttle buses would continue to be provided from 5:30 am to 9:00 pm with no change in frequency of shuttle trips given the proposed increase in shuttle size. Three on-demand rental cars will be provided for non-school related trips. It is recognized that the increase in traffic trips generated by the project would contribute towards typical wear and tear of the roadway.

The CEQA Guidelines and recent case law, namely, Dolan v. City of Tigard, 512 U.S. 374 (1994), acknowledge that mitigation measures imposed on a project must have an "essential nexus" to a legitimate government interest and must bear a "rough proportionality" to a project's impacts; in other words, the mitigation must be related both in nature and extent to the impact of the proposed project.

The portion of Pratt Avenue that extends from the dormitories to the intersection with Main Street includes the section of roadway which would be most frequently used by the residents of the Vineyard Lodge Dormitory. To ensure that the applicant contribute their fair share towards the maintenance of the most readily affected portion of Pratt Avenue, mitigation measure Trans-2 would be imposed on the project and stipulates that, *"The applicant shall either (1) micro surface the full width of Pratt Avenue along the Project frontage extending to the intersection of SR29 (Main Street), introduce by thermoplastic a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue in accordance with St. Helena Bicycle Plan, 2012, Appendix B – Design Standards for Class I, II, and III Bikeways OR*

(2) pay an in lieu fee of $130,000 to provide funding for the City of St. Helena to perform the requisite improvements."

There is no nexus to require the applicant to contribute towards repaving *all* of Pratt Avenue because the Project, as proposed, will not generate a substantial increase in trips along the entirety of Pratt Avenue and given that the deteriorated condition of Pratt is an existing condition As such, repaving all of Pratt Avenue would be disproportionate to the impacts of the project. By Law impact fees can only be collected to cover the impact of new development on existing infrastructure. In other words, Impact fees cannot be used to correct "existing deficiencies". Accordingly, the mitigation measure Trans-2, set forth in the MND is sufficient to offset project specific impacts and no changes are warranted.

To further clarify, normal street maintenance is performed by the City of St. Helena and may include upgrades to maintain pavement, striping, curb and gutter, street lighting, access ramps, sidewalks and storm drain infrastructure, etc. The City utilizes a computer-based program that helps prioritize roadway maintenance and construction projects based on current Pavement Condition Index and available funding. The program prioritizes roadway maintenance based on level of deterioration and public use. The list of projects are then vetted by City staff and presented to City Council for approval each year. Funding to undertake street maintenance is comprised of General Fund, gas tax, grants, sales tax, and Measure T funding (available 2018).Street maintenance projects programmed in the pavement management plan for Fiscal Year 2016/2017 and 2017/2018 do not currently include Pratt Avenue. However, Staff will develop a new two year pavement management plan in conjunction with the Fiscal Year 2017/2018 budget. This pavement management plan will include more funding than the recent past due to new funding anticipated from Measure T in 2019. Measure T is expected to provide over $600,000 per year to the City of St Helena to be used towards maintenance of streets and sidewalks.

MASTER RESPONSE 5. PROJECT ALTERNATIVES

Commenters ask that alternative sites, including the Greystone Campus, be considered to accommodate housing.

Mitigated Negative Declarations do not require the consideration of alternatives and as such, the scope of the CEQA review was limited to the proposed project. Where an Initial Study establishes that a project will not create substantial or potentially substantial adverse changes to the physical conditions within the area of the project, a negative declaration or mitigated negative declaration is appropriate. Here, the required mitigation measures ensure that the Project will not create significant environmental impacts and as such, the environmental document includes those elements required of an MND: A brief description of the project, location, and proponent's name (CCR §15071[a,b]), proposed finding that the project will have no significant effect (CCR §15071[c]) ,initial study documenting reasons supporting the finding (CCR §15071[d]),and mitigation measures to avoid potentially significant effects (CCR §15071[e]). Negative declarations and mitigated negative declarations do not require analysis of project alternatives because the project as proposed will not have a significant environmental impact. Thus, no alternative sites were required to be analyzed as a part of the Project's environmental review.

MASTER RESPONSE 6. PREPARATION OF AN EIR

Commenters assert that that the project may result in potentially significant impacts, requiring the City of St. Helena to prepare an EIR to comply with CEQA.

Based on the whole record before the City of St. Helena including the Initial Study, all potentially significant impacts can be mitigated to less than significant levels. Therefore, an MND is the appropriate level of environmental review.

The commenters do not detail *how* the project will result in significant impacts nor detail how or why mitigation measures are insufficient. Likewise, there is no specificity as to what significant impacts the project would generate. None of the comment letters received and included herein present a fair argument based on substantial evidence that the Project may have a significant impact on the environment.

"Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code §§21080(e), 21082.2(c); Guidelines § 15384). CEQA § 15204(c) advises reviewers that comments should be accompanied by factual support: Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to § 15064, an effect shall not be considered significant in the absence of substantial evidence. At the drafting of this Response to Comments no such factual support has been provided that raises a fair argument that the Project, as proposed, may have a significant impact on the environment.

The City of St. Helena as the Lead Agency, has duly considered all comments received in response to the Initial Study and Mitigated Negative Declaration (IS/MND). The City of St. Helena finds that the IS/MND document itself, and the Lead Agency's responses to comments, are adequate in evaluating potential impacts of the subject project. The City of St. Helena finds that none of the comments on the IS/MND are supported by "substantial evidence" in light of the whole record to create a fair argument as to the significance of any particular impact, either individually or cumulatively, as all significant impacts are either avoided or reduced to less-than-significant levels.

Impacts will be reduced to less-than-significant levels through the following: implementation of the mitigation measures described in the IS/MND and this Response to Comments document; Conditions of Approval, which will be required by the City of St. Helena during the permit process; and compliance with City of St. Helena Ordinances and uniformly applied development standards.

The City of St. Helena has determined that the project does not meet any of the conditions under CEQA Section 15073.5, as described in Section 4.0 Summary below. Therefore, recirculation of a revised IS/MND or the preparation of an EIR is not required. Consistent with the CEQA Guidelines, this response to comments document clarifies the information and analyses in the IS/MND. As such, the IS/MND along with the response to comments achieves the intent of CEQA by disclosing all potential impacts of the project and identifying feasible mitigation measures that reduce impacts to levels below significant..

INDIVIDUAL COMMENT LETTERS 1-12

Commenter: Tom Thurmond
Status: Individual
Date Received: December 23, 2016

Comment 1-1

"Pratt Avenue already has become very dangerous to drivers, bicyclists, and pedestrians. The road surface is in poor condition, which increases the likelihood of accidents leading to death or injury. Resurfacing the small portion from the CIA dorms to Main St. will not resolve that problem. The City needs to require a larger contribution from the CIA toward repaving ALL of Pratt Avenue…"

Response 1-1

See Master Response 4.

Comment 1-2

"There is a major problem with speeding along Pratt. Cars and trucks hurtle along day and night at speeds well over the limit, endangering other drivers, walkers, and bikers. The CIA expansion is bound to exacerbate this problem…"

Response 1-2

The speeds on City arterials are regulated by state and local law which is enforced by the St. Helena Police Department. As detailed on page 46 of the IS/MND, The Vineyard Lodge Housing Site is located near the urban limit line and proximate to the police and fire stations and is well served by public services. Pratt Avenue is patrolled at a level consistent with any other secondary artery (St. Helena Police Department, 2016).. Speed limits are enforced on Pratt Avenue on a random basis (like the rest of the City) to prevent frequent drivers from establishing time periods considered "safe to speed". The Police Department has further indicated that they increase patrols at the request of residents, which typically equates to a few times per year.

The St. Helena Police Department did not issue any speeding citations in 2015 and 7 citations were issued in 2016 — it is unknown whether these citations were issued to residents of Vineyard Lodge. The number of citations issued is not exceptional relative to other areas of the City. For example, in 2016, 10 citations were issued on Pope Street and 6 on Sulphur Springs. As detailed on page 11 of the Vineyard Lodge Traffic Impact Report (**IS/MND Appendix Q**), Accident data provided by the City of St. Helena from SWITRS (Statewide Integrated Traffic Reporting System) for the Pratt Avenue/Main Street intersection revealed that over the past five years, there have not been five or more reported crashes at this intersection within any 12-month period. At most, there were 4 crashes between 10/21/11 and 10/24/12. There were three reported crashes in 2011, one in 2012, two in 2013 and 2014, and one in 2015.

Residents of the Vineyard Lodge Housing site would continue to be subject to state and local laws regulating speeds along Pratt Avenue and elsewhere in the City. Further, that street will continue to be monitored by the St. Helena Police Department and all local and state laws will be enforced. There is no evidence indicating that the proposed project would cause unsafe driving conditions or exacerbate the problem of speeding along Pratt Avenue and no further analysis is warranted.

If speeding on Pratt is of particular concern to the neighbors it may benefit from further consideration. However, this is not a project specific impact and therefore will not be addressed further here.

Comment 1-3

"It is now often nearly impossible to make a left turn from Pratt onto Main due to the heavy traffic on Main. The CIA expansion will further add to this problem. When you include the new Las Alcobas

hotel on the west side of the intersection and the potential increase in traffic associated with Beringer's planned changes at their Pratt Avenue winery, it makes the situation even more dire. I realize that the Pratt/Main intersection is under State control. Nevertheless, the City should proactively be taking measures to mitigate the problem. With the current fiscal problems facing the City, it is incumbent on staff to require the maximum contribution from the CIA to help alleviate the problems they are making worse."

Response 1-3

Please refer to Master Response 3 for a discussion of traffic impacts and discussion of cumulative traffic impacts. Traffic impacts are discussed in the IS/MND on pages 48 to 55.

Commenter: Tom Belt
Status: Individual
Date Received: Dec 23, 2016

Comment 2-1

"The big bucks behind the CIA needs to pay for the increase in size of the waste water line that will be needed to handle the CIA's new dormitories and increased burden of affluent. The current waste water line is already at capacity that services the Crinella housing tract. Adding another 9,520 gallons a day will over burden the line. It's about time our city management makes these big developers pay for the costs of necessary up grades to our utility infrastructures rather than keep passing them on to the current water and waste water customers. All we hear about lately is how inadequate our waste water facility is and how poorly our city's reputation is with the State Water Board. And now the CIA wants to add to this problem. They need to pay!"

Response 2-1

Please refer to Master Response 2.

Comment 2-2

"Also, the article in the Star leads the reader to believe the CIA wants to reallocate its current water use by changing its agreements with the city. If I read the article correctly, it looks like the CIA wants to use more ground water to make up for the demand at the dormitories. Does anyone meter the ground water currently being taken by the CIA? St. Helena has a moratorium on drilling new wells in the residential area of St. Helena, yet the city is okay with allowing the CIA to pump even more water from the ground. Come on St. Helena City Management, get your act together and make these businesses pay for the adverse impacts these developers and developments place on the residents who live here!"

Response 2-2

Please refer to Master Response 2.

Commenter: Celia Lenson
Status: Individual, property owner at 925 Pratt Ave
Date Received: December 26, 2016

Comment 3-1

" CIA Landscaping: Since the structure will double in size, I hope the City will consider that the dorms have beautiful landscaping to mitigate the size of the building. Such as Trees and California Native plants"

Response 3-1

The applicant is proposing a generous amount of landscaping as detailed on project plans, (IS/MND **Appendix K**). As evidenced by the Visual Impact Assessment (**Appendix U)** retention of the existing camphor trees located along the property frontage and the introduction of the landscaping depicted in the landscape plan, will provide a level of screening so as to reduce and soften the visual impact of the proposed buildings. To ensure that the landscape plan is properly implemented and that the type and amount of vegetation is commensurate with that approved, the project is subject to mitigation measure AES-1, which states that, "The final Landscape Plan and proposed vegetative screening shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit so as to confirm consistency with approved plans.". Accordingly, the analysis and associated mitigation adequately address the aesthetic concerns of the project.

Comment 3-2

"2. CIA Parking: The City has not enforced parking restrictions on CIA. Sometimes, all of Pratt Street looks like a sea of cars. This is a displeased to the Community. No one likes looking at a parking lot considering the cost of the homes on Pratt Street."

Response 3-2

See Master Response 3.

Comment 3-3

"3. Bike Lanes: The bikes lanes are a great idea. I hope the City restricts Pratt parking to the residents on Pratt Street because CIA abuses the parking on Pratt. Many residents have complained… If all the issues are addressed, I welcome the dorms."

Response 3-3

Please see Master Response 3.

Commenter: George Caloyannidis-
Status: Individual
Date Received: Dec 27, 2016

Comment 4-1

" Is there a definition to the application as to who qualifies as a student. I have to assume that whatever that definition is, any other tenants such as staff, instructors etc would be excluded and that there is associated language to that effect."

Response 4-1

The project will be conditioned such that only students, meaning those who are actively enrolled in either the certificate or associate degree programs (1 and 2 years, respectively) may reside on the Greystone Campus or at the Vineyard Lodge Housing Site. This would preclude other tenant types. To avoid ambiguity, the condition will be written to specify exactly who qualifies as a student.

Commenter: Donna Hinds
Status: Individual
Date Received: January 11, 2017 and January 17, 2017

Comment 5-1

The traffic study is inadequate

Response 5-1

See Master Response 3.

Comment 5-2

The noise study is inadequate; baseline noise measurements were not representative of typical conditions.

Response 5-2

As detailed under Section 11 and on page 42 of the IS/MND, to characterize noise levels at the Vineyard Lodge Housing Site, a Noise Study was prepared by consultants, ICF International, on June 15, 2016. Noise monitoring was conducted on the Vineyard Lodge project site to characterize existing noise levels in the project area. The Napa Wine Train was not operating during this time and the existing housing facilities were not occupied because students were on break. The measured noise levels therefore represent the lowest noise levels likely to be encountered in the area. As such, the baseline noise levels against which the project's noise contributions were analyzed served as the *most conservative* method of evaluating noise impacts of the project. The analysis was adequate and no changes are needed.

Comment 5-3

A parking variance should not be issued

Response 5-3

See Master Response 3.

Comment 5-4

There will be adverse visual impacts

Response 5-4

See Master Response 1.

Comment 5-5

The increased population would generate adverse impacts.

Response 5-5

The analysis in the IS/MND accounts for the increase in population across all impact categories, but in particular, under Section 12. Population and Housing, IS/MND pages 45-46. As stated in the IS/MND under section 12. A project will normally have a significant environmental effect if it will displace a large number of people or induce substantial growth or concentration of population. The CIA Campus Master Plan involves an expansion in student enrollment from 200 to 300 students for a net increase of 100 new students plus the addition of seven new instructional staff. Concurrently, 49 employees would relocate to the recently acquired American Center for Wine, Food & the Arts (Copia) in the City of Napa, California. The net change in student and faculty at the Greystone Campus would amount to a net increase of 58 students and staff. The Vineyard Lodge Housing would be expanded by a net total of 123 student residents. Given that the project will result in a net decrease in faculty, while providing housing for the majority of students, the project is not expected to significantly impact the existing or future housing supply in St. Helena. Similarly, given the fact that the CIA will provide dormitories sufficient to house all new students, the project would not displace existing housing or people and any impacts associated with the increase in population would be less than significant. No further analysis is therefore required.

Comment 5-6

There would be adverse impacts to sewer and water

Response 5-6

See Master Response 2.

Comment 5-7

There was no evaluation of alternatives which would generate fewer impacts

Response 5-7

Please see Master Response 5.

Comment 5-8

The requested setback variance contradicts the General plan policies

Response 5-8

The General Plan Guidelines published by the State Office of Planning and Research interpret “consistency” as follows: “An action, program, or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment.” As such, the standard for analysis used in the Initial Study IS/MND is predicated on *general* agreement with the policy language and furtherance of the policy intent (as determined by a review of the policy context).

Variances provide a limited waiver from the explicit requirements of the zoning code insofar as exceptional circumstances exist and very specific findings can be made. Variance may be granted in order to provide property owners equality of treatment from their neighbors. As detailed in Municipal Code Section 17.172.010 the purpose of a Variance is to allow variation from the strict application of the terms of this title where, by reason of the exceptional narrowness or unusual shape of a specific piece of property, or by reason of exceptional size, shape, topographic conditions or other extraordinary situation or condition of such piece of property; or because of the use or development of lands immediately adjoining such property, the literal enforcement of the

requirements of this title would involve practical difficulties or would cause undue hardship. (Prior code § 27.445).

The commenter cited General Plan policy 5.3.3 in support of their assertion that the project is inconsistent with the General Plan. That policy is as follows:

> 5.3.3 Preserve right of way for future collector streets within the Planning Area of the City as follows:
>
> - Starr Avenue from Pratt Avenue to Adams Street and from the Urban Limit Line to Dowdell Lane
> - Mills Lane from SR 29 to Starr Avenue, including potential realignment with Grayson Avenue at SR 2
> - Oak Avenue from Vidovich Avenue to Grayson Avenue
>
> *The City recognizes that development may or may not proceed along the lines envisioned in this plan, and that some areas not currently identified for potential development may in fact precede those that are so designated. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening.*

Review of the above policy indicates that it does not apply to Pratt Avenue, but rather applies to specific portions of (1) Starr Avenue, (2) Mills Lane, and (3) Oak Avenue. As such, there is no indication that the requested variance would be in direct or indirect conflict with any goal, policy or objective of the St. Helena General Plan and that the variance may still be found to be generally consistent with the overall intent of the General Plan and policies therein. No further analysis is needed.

Last, it should be noted the determination that the proposed project or a component thereof, is consistent or inconsistent with the General Plan 2025 policies is ultimately the decision of the City of the lead agency.

Comment 5-9

The applicant does not have access rights to vineyard road.

Response 5-9

The applicant has provided a signed access agreement detailing access rights across Vineyard Road which has been reviewed and approved by the Public Works Department. No further consideration is warranted.

Comment 5-10

The project requires an Environmental Impact report given the significant size and potential impacts of the project.

Response 5-10

See Master Response 6.

Commenter: D & S Packman
Status: Individual
Date Received: January 9, 2017

Comment 6-1

"We've lived a year with constant worker traffic and construction noise from building Los Alcobas Resort; plus, all the cars constantly shutting CIA people and parked outside this house more than just a few times a year - we counted over 40 instances."

Response 6-1

Comment noted.

Comment 6-2

"We had to call police because we had one girl from CIA DORMS enter our home at night and sleep partially on our couch - use our upstairs bathroom (a strange sleepwalking matter) which was horrifying."

Response 6-2

The incident described above is understood to be an isolated event and not an occurrence reasonably expected to result from the proposed project. Discussion with the Police Department indicated that for the year 2016 police received a total of six (6) calls associated with Vineyard Lodge Housing. It is reasonable to assume that there may continue to be occasional incidents such as those listed below, but there is no reason to believe that they would be so significant or recurrent as to constitute a physical impact to the environment. No further consideration is warranted.

Incidents Related to Vineyard Lodge for the year 2016:

05/07/16	Fire Alarm Sounding, False Alarm
06/02/16	Vehicle burglary reported by student, report taken
07/15/16	Alarm heard in the area, security already on site, all ok
10/05/16	Fire alarm sounding, False alarm
10/16/16	Late report of Domestic Violence from Santa Clara PD, occurred 10/4/16 at the Dorms, report taken & charges filed
12/19/16	Agency assist at the Dorms, no details listed

Comment 6-3

"Plus there is water running down our street constantly- I would say 70% of time we've been here, including recently before rain--such that we put the trash cans out almost every week in middle of large pool of running water, soaking our shoes each time."

Response 6-3

Comment noted. This is not a project related issue and therefore will not be addressed here.

Comment 6-4

"Not complaining - just stating that enough is enough and if you add this massive project and residential facility to Pratt Ave - it's too much for the wonderful people who are paying a huge amount of money to live here expecting peace and serenity."

Response 6-5

Comment noted.

Commenter: Tom Rinaldi
Status: Individual
Date Received: January 11,2017

Comment 7-1

"We have lived on Pratt Ave for more than 35 years, and have seen remarkable changes-many for the worse for small town living. With the remarkable expansion of Beringer, the new (UGLY) hotel at Grandview with a forgettable name on Hwy. 29, the railroad activity to Charles Krug, the waste water aromas of the ponds, the noise of the large neighborhood wineries, increased traffic, faster and faster cars coming through, the erosion of the quality of the road surface to below 3rd world countries; we have seen our neighborhood heading to hell."

Response 7-1

Comments are noted; however, the concerns enumerated above are not project specific and therefore will not be addressed here.

Comment 7-2

The ridiculous expansion of the dorm on Pratt Ave. will be a real nail in the crucifix. These students are people from all over the country who drive out here, do not help our local populace, waste water like tourists, leave as soon as they can, and add no value to this town.

Response 7-2

Comment noted ; however, the concerns enumerated above are not project specific and therefore will not be addressed here.

Comment 7-3

Finally, it appears the CIA is slowing or shutting down the Greystone Bldg. in preference for Copia, Napa. Are they going to shuttle them to Napa? Leave the CIA dorm as it is, please. If not, name it The West Coast Trump Tower!

Response 7-3

As detailed in the project description on page 2 of the IS/MND, The CIA originally envisioned the campus at Greystone to operate as a continuing education facility, but it has since evolved to serve solely as an occupational educational facility offering an Associate in Occupational Studies (AOS) degree program and certificate programs. In 2004 the CIA acquired the Vineyard Lodge Housing site at 830 Pratt Avenue to support the trend towards occupational education and provide affordable housing for students. Consistent with the requirements of the City's Municipal Code, the subject sites currently have active use permits (93-105 for the Greystone Campus; 2004-33 for the

Vineyard Lodge Housing site). Associate level classes will continue to be held at the Greystone Campus and there are no plans for a shuttle to transport Vineyard Lodge Residents to the Copia location.

Commenter: Anthony Micheli
Status: Individual
Date Received: January 13, 2017

Comment 8-1

"The Crinella Pump station was built in 1965. It was only to service the Crinella subdivision of about 100 homes. Now the CIA has tied in on Pratt, all the recently built million dollar homes on Pratt with guesthouse, now the Las Alcobas hotel, with no upgrades from any of these developers. Yet the station is #8 on the list of improvements of capital expenses by the new wastewater cost increases. Why are we the residents paying for this and not the developers that are burdening the system. The CIA is going from 4750 gals/day to 10,783 gals/day in to the Crinella Pump station.

The enrollment was 101 students, now they want to more than double that size with 123 additional students without any impact fees or improvements to the Crinella Pump station. That is a 500% increase from the convalescent hospital capacity."

Response 8-1

Please see Master Response 2.

Comment 8-2

"In the report it says they want to take students out of homes they own and put them in these 3 new dormitory buildings. If that is true, then they have to provide the city with a legal document that they will sell these homes when the first dormitory is completed so these homes go back to hopefully the rental market that we desperately need. Also, their statement that their housing is affordable is not correct. I have spoken to students in their facilities and what they pay for a room is more than our rental market prices."

Response 8-2

Comment noted.

Comment 8-3

"Why are they able to build to 40' with these new buildings? I thought that we had a 35' height limit. These buildings are going to block the view for the neighbors of our beautiful hillsides. The view shed will be lost."

Response 8-3

The Vineyard Lodge Housing site exhibits a zoning designation of PQP: Public Quasi Public. As detailed on page 39 of the IS/MND, The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted

through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved. As promulgated by Zoning Code Section 17.68.050, building height is to be established in conjunction with use permit review and therefore, it is at the discretion of the Planning Commission to determine whether a 40' height is appropriate within the context of this specific project. There is however, no existing regulation or standard that would explicitly preclude a 40' height within the PQP zoning district. For a response to the concerns related to view shed impacts please refer to Master Response 1. No further analysis is warranted.

Comment 8- 4

"They claim they don't need additional parking. I drive by the dormitories at least 3 times per day, on average the parking lot is between 70% to 80% full most of the time. They claim they only give out 33 permits for the existing 101 students, well then who owns the other vehicles? They claim that the shuttle goes every 15 minutes. To me that adds a larger impact at Pratt and Main. Now with the Las Alcobas Hotel across the street this is a bad intersection. There needs to be a traffic study addressing this. In fact, I feel we need an electric stop lights at this intersection. Most of the day the traffic does not go out onto Main, including truck traffic. They cut through Park and on to Crinella to Main. This is a residential neighborhood they are cutting through."

Response 8-4

Please refer to Master Response 3.

Comment 8-5

"They are going to demo a 15,050 sqft one-story building that houses 41 students. Then they are going to build three 3 story buildings totaling 40,645 and claim there is no impact. Who are they trying to fool? The Planning Commission needs to say: We need time to assess the full impact of this project. We have been told over and over again about our ageing infrastructure that is in dire need of repair. We need to find out first the impact the Las Alcobas Hotel is going to have in this area. An environmental impact report is the only way to address all the concerns I have raised."

Response 8-5

See Master Response 6.

Comment 8-6

"Originally the CIA was going to build three dormitories on the school's campus. This was so they would not impact the neighborhoods. That did not happen as promised in their original use permit. J would suggest the CIA instead of building these new dormitories on Pratt Av to put them on their campus as they originally proposed. The CIA owns the adjacent property. I personally worked Chuck Carpy's house as a general contractor. The city should rezone the property so dormitories can be built there. Then you eliminate all traffic problems, all view shed issues and since they are reducing their water usage at Greystone the increase of the dormitories can be applied. Plus the city should require these dormitories not use the city's wastewater system but put it in to Greystone's system that discharges in to the pond on Deer Park Road."

Response 8-6

Comment Noted. Please see Master Response 5 in regards to the evaluation of project alternatives.

Commenter: Dianna Varozza
Status: Individual
Date Received: January 17, 2017

Comment 9-1

In regards to the Pratt Avenue project… It should be separate from the Greystone site paperwork. Trying to read through this is too difficult to determine what is going on at which site. They should be separate applications as they are different locations on different streets.

Response 9-1

The City did receive multiple entitlement applications and the entitlements will be considered individually. However, under CEQA, projects may not be piecemealed (segmented) so as to ensure that all potential impacts are captured. Given that the use of Greystone and Vineyard lodge are so intimately tied it was determined that both components should be considered together. Accordingly, no changes are warranted.

Comment 9-2

Is there going to be a stop light at Pratt and Main?

Response 9-2

As detailed in the Traffic Analysis, the significance criterion established by the 1993 St. Helena General Plan and applicable to the subject project reads, *"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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.*"

In accordance with the significance criteria applicable to the project, a warrant threshold analysis was undertaken to determine the need for signalization. There are 9 possible tests for determining whether a traffic signal should be considered for installation. As detailed on page 9 of the traffic Study (**Appendix Q**) These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2014, California Supplement. As stated in the Traffic Impact Report and on page 52 of the IS/MND, signal warrant thresholds were *not* met and therefore signalization is not needed and no signal will be installed as a result of this project.

Comment 9-3

I definitely object to a three story building. Nothing else directly on the street is that tall and if you set precedence now pretty soon there will be three story apartment buildings and homes. This is a quiet street mostly agricultural and it is very dangerous during going work and home hours. Between Beringer employees racing to get to the trail and all of the construction workers parking on

Pratt and Main it has been a nightmare trying to pull out of the driveway or onto Main. More people used to walk on Pratt but now they are afraid.

Response 9-3

See Master Response 1 and 4.

Comment 9-4

"Where are all the construction workers going to park when they are working on this project? The garbage, pour parking jobs, construction trucks and deliveries have been chaos. The construction workers whip a u turn without looking and almost hit moving traffic. They block the view so pulling out onto main can be dangerous. They are trying to cross the street and almost get hit by cars. And now with Pratt closed why there isn't an officer there directing traffic. We can't' even pull out and go to the store. It looks terrible having all those vehicles parked everywhere, delivery trucks, construction equipment. This all needs to be kept off Pratt Avenue."

Response 9-4

As detailed on page 5 of the IS/MND, construction activities at the Vineyard Lodge Housing site are expected to occur in two overlapping phases following issuance of entitlements, Phase 1: January 2017 to August 2017 and Phase 2: June 2017- January 2018. Specific dates are subject to change, but the general phasing is expected to be consistent with what was assumed in the IS/MND. The applicant has indicated that construction staging would be located on site and in the proposed courtyard; site preparation and demolition staging is expected to occur on the existing parking lot. In order clarify this in the IS\MND; the project description will be updated to read:

PROJECT PHASING

Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below. Site preparation and demolition staging will occur on the existing parking lot and Construction phase staging will be located in the proposed courtyard between the new building and the existing Vineyard Lodge 1 for both phases.

Comment 9-5

All of the dust created by construction is damaging to vineyard. If we get even a small amount of dust blowing we will have to get our lawyers involved. What are you going to do to mitigate the dust? I am just glad we weren't closer to the hotel construction. What a nightmare for the pour people on the corners.

Response 8-5

As detailed on page 19 of the IS/MND and under section 3(D), the subject site is proximate to sensitive receptors, defined as those members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses…Due to the proximity of sensitive receptors onsite, the project has the potential to generate temporary air quality impacts associated with fugitive dust emissions during construction activities.

In order to ensure that fugitive dust emissions are reduced to levels below significance Mitigation Measure AQ-1 would be implemented. AQ-1 is set forth pursuant to BAAQMD Basic Control Strategies and requires covering haul trucks, watering during active ground disturbance, limiting idling time, proper maintenance of equipment, and other standard measures. With implementation

of AQ-1 potential impacts to sensitive receptors during construction will be reduced to levels below significance. Specifically, AQ-1 stipulates that:

The applicant shall incorporate Best Management Practices for all construction activities and clearly indicate these provisions in the specifications. In addition an erosion control plan shall be prepared and submitted to the City of St. Helena prior to any construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day;

2. All haul trucks transporting soil, sand, or other loose material shall be covered;

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;

4. All vehicle speeds on unpaved roads shall be limited to 15 mph;

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible;

6. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;

7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;

8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;

9. Construction equipment staging shall occur as far as possible from existing sensitive receptors;

10. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations; and

11. The City's Public Works Inspector shall perform visual inspections during grading to assure that dust control is implemented and standard BMP are enforced.

With implementation of AQ-1 and compliance with the provisions of the St. Helena Municipal Code potential impacts associated with fugitive dust and which could affect people or vineyards would be less than significant. No further analysis is therefore warranted.

Comment 9-6

I would like an answer as to what we can do to stop the three story building and regulate the construction site parking and deliveries to be off Pratt. I am mostly concerned about the construction dust which will damage vineyards nearby. We are directly on the other side of the Beringer strip. They must be concerned about dust on their new block of vineyard.

Response 9-6

As stated above, under Response 9-4, construction staging will be located within the project site boundaries. For discussion of fugitive dust, please see Response 9-5.

Comment 9-7

We live here and have guests at our winery and it needs to not look like a dump driving down Pratt Avenue.

Response 9-7

Comment noted.

Commenter: Carol Norfleet
Status: Individual
Date Received: January 18, 2017

Comment 10-1

My personal opinion is that the retirement home that was the original structure on the property should never have been changed to a dormitory for Culinary Institute students. I believe that if the CIA wants to have more students they should either construct a property on their Greystone campus on Highway 29 or build a new dormitory near the former Copia site in the city of Napa.

Response 10-1

Comment noted.

Comment 10-2

I believe the impact on Pratt Avenue and subsequent impact for the city of St. Helena all produce negative effects. Pratt Avenue is one of the poorest maintained streets in St. Helena. There are constant potholes in the road that are not properly repaired, the entire road needs repaving, there are no sidewalks, despite the fact that there is a CIA student bus that makes innumerable trips up and down the road there still are students regularly walking on the side of the road often in predawn and night hours creating a very dangerous situation. They are unable, generally, to walk on the traffic facing side of the street because at least six months of the year there is a stream of water running down the south side of the street that is emitted from a sump pump at the residence at 1055 Pratt Ave.

Response 10-2

See Master Response 3.

Comment 10-3

I strongly feel that the city either needs to create a storm drain to properly capture that water or to eliminate the exception that must've been created for dumping this sump pump water into the street. I will also note that despite the fact that rains stop in the area in the late winter that particular residence is in essence creating an artesian well in the full basement that pumps water seasonally into June creating a marsh and mosquito habitat at the intersection of Pratt Avenue and the railroad

tracks. It seems that every other street in St. Helena has proper gutter sidewalks and storm drains adjacent to residential homes except for this stretch of Pratt Avenue.

Response 10-3

Comment noted. This comment does not relate to the subject project and therefore will not be addressed here.

Comment 10-4

In examining the site plan for the new dormitory it's very clear that every single square foot of land is being used, packing on as much density as possible, exceeding height restrictions and visual sensibilities. There should not be a variance for building setback as proposed from 36 feet to 20 feet. Additionally the site plan has the exit from the plan coming directly into the intersection for the railroad tracks that are now being used for a wine train going up to Krug winery. A portion of the building is 40 feet high which is certainly not conducive to the rural nature of what this street is and clearly will affect other property owners in the area from a view point of view.

Response 10-4

Comment noted. See Master Response 1 for a discussion of viewshed impacts.

Comment 10-5

Despite the fact that there is a shuttle that goes to the Greystone campus it is inevitable that 123 new students are going to create much more traffic. I'd like to point that out several years ago there was a multiple fatality accident on Pratt at the end of the road involving some of the students from Greystone. It seems inevitable that doubling the size of the facility is going to significantly impact traffic use and noise on our street. This traffic impact also becomes immediately significant as one looks at the current extreme difficulty of making a left-hand turn from Pratt Avenue south on to Highway 29. It is currently extremely difficult to see what is approaching on the left-hand lane because of parked cars, at the very least the curb needs to be red painted at least six car lengths back from where it is now. Additionally with the pending opening of the Los Alcobas Hotel there will be additional significant difficulty in entering and exiting from Pratt Avenue. This will not only apply to the student buses but also to the students that would be coming and going from this dormitory. This currently is and will become a much more dangerous intersection certain to create accidents.

Response 10-5

Comment Noted. It is expected that as a part of mitigation imposed on the Los Alcobas hotel project, parking will be prohibited along both sides of Main Street for a distance of 250 feet south of the Los Alcobas Hotel site, thereby improving site distance when making a left-hand turn from Pratt Avenue onto Main Street.

Comment 10-6

We are all aware of some of the economic issues facing the city of St. Helena and clearly one way to solve them is to promote the development of architecturally appropriate high quality hotels that will attract individuals with the capability to afford a significant average daily rate and quality that would then provide subsequent TOT revenue to the town. What this proposal does instead is create a hotel with insignificant TOT from students who certainly are not going to significantly support high quality restaurants and retail shops within the city itself.

Response 10-6

Comment noted. Potential impacts to TOT revenue is not a potential environmental impact which is required to be analyzed pursuant to CEQA.

Comment 10-7

As stated earlier our belief is that there should not be a variance for an expansion of the existing student housing facilities, instead CIA should examine other locations including their existing Greystone campus and or their new Copia campus in Napa to effectuate the expansion of their overall programs. Pratt Avenue should remain a rural and residential street not a street of student dormitories creating additional traffic noise water and sewer impacts with insignificant benefits for the existing residents of the street and the city of St. Helena.

Response 10-7

Comment noted. As detailed in the IS/MND under Section XV11. Mandatory Findings of Significance, with implementation of mitigation measures set forth under Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Land Use, Noise, and Transportation, the project's potential impacts would be avoided or reduced to levels below significance. Therefore, the project will have less than significant impacts due to degradation of the environment.

Commenter: Paul Bertoli
Status: Individual
Date Received: January 19, 2017

Comment 11-1

"…Turning this project surrounded by ag land into the most densely populated parcel in St Helena, would seem to be totally against the will of the general plan. The plan frowns upon putting high/medium density in ag land(leapfrogging)"

Response 11-1

As detailed on IS/MND page 39 and under section 9(b), the Vineyard Lodge Housing site exhibits a General Plan land use designation of Agriculture, which provides for, amongst other things, Public and Quasi-Public uses. In 2008 and per Resolution No. 2008-5, the Vineyard Lodge Housing site was rezoned from A-20:Twenty Acre Agriculture to PQP: Public Quasi Public. The Council found that this was an appropriate action based on the following findings enumerated in the Resolution:

1. The existing urban/developed condition of the parcel would make conversion to agriculture difficult.
2. The small size of the parcel (2.61 acres) makes it improbable that the land can be converted to an economically viable agricultural parcel.
3. The parcel has been in urban use for the last 40 years.
4. The parcel has not been farmed or agriculturally productive for the last 40 years.
5. The parcel is already served by City services (water & sewer).
6. Rezoning the parcel to PQP keeps the existing A-20 zoning ordinance language intact, does not introduce new uses to agricultural parcels, thereby lessening the possibility that other agricultural land will be used for non-agricultural purposes.

The proposed project does not propose any zoning map amendments and proposes development consistent with the existing PQP zoning of the subject parcel which it has exhibited since 2008. As described on page 39 of the IS/MND, The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved. No changes are warranted.

Comment 11-2

"This will also add to the current traffic problem on Pratt, the new resort, wine train, Beringer/ treasury, ramping up production, redirection of traffic by apps,(waze, google, etc) the constant shuttles, will only add to the problem."

Response 11-2

See Master Response 3.

Comment 11-3

"Water& sewer issues, seeing hundreds of new toilets, while residents conserve water only to have the water rates skyrocket, just doesn't quite seem right."

Response 11-3

As described herein and on page 56 of the IS/MND, The City of St. Helena provides water to both the Greystone Campus (2555 Main Street) and Vineyard Lodge Housing Site (830 Pratt Avenue). The current water allotments authorized by the Agreements allocate an average of 15,900gpd to Greystone and 4,750gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year. As such, *no* net increase in water use is proposed and the project will comply with the City's water neutrality requirements. No further analysis is needed.

Comment 11-4

"The CIA doesn't allow student cars on campus, or want to rent homes in SH, this shouldn't be the resident's problem. People actually live here. I'm not so sure what this nonprofit, or not for profit status is, but I would suggest that they consider using only the facility they've already expanded .The community trusted it was all they needed. With our population at 4900 I would prefer seeing a reduction in enrollment, and a modest tuition increase, in order for the CIA to remain good neighbors."

Response 11-4

Comment Noted.

Commenter: Priscilla Dell
Status: Individual
Date Received: January 23, 2017

Comment 12-1

"They propose using groundwater. Although our aquifer is most likely adequately charged due to the recent rains it will not remain in that condition. This dormitory will be there for an undetermined length of time during which we will have the return of drought. We need our water for residents who live here and the industry that supports our economy. We are told that our wastewater system will require millions to bring it up to code. Why should we add this type of burden to the system?"

Response 12-1

See Master Response 2.

Comment 12-2

"The Culinary Institute relocated to Napa the only business that brought any revenue into our City namely their restaurant. Why should we the citizens be asked to share our precious water resource while they bring absolutely nothing to the community? No, I don't believe that closing the restaurant will balance out having 224 students taking showers and other domestic uses."

Response 12-2

Comment noted.

Comment 12-3

The height of the buildings will be offensive to nearby neighbors.

Response 12-3

See Master Response 1.

Comment 12-4

"This particular area of the City is already suffering from too much traffic and too little planning such as an additional stoplight at Pratt and Main."

Response 12-4

See Master Response 3.

Comment 12-5

"Why should they be allowed to build on agricultural land? This is seldom allowed to happen and why should it be allowed in this instance when they bring nothing of value to the community?"

Response 12-5

See response 11-1.

3. REVISIONS TO THE IS/MND

- *The following changes to the language included in Sections 16(a) and 16(b) and on page 16 of the IS/MND, will be made, as shown, below:*

A. **(Exceed Wastewater Treatment Requirements)** Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately ~~9,520~~ 9,605 gallons per day (gpd) which equates to a projected net increase of ~~1,960~~ 3,232 gpd over the existing ~~capacity~~ average recorded flow of 6,373. Effluent will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. A new equalization pump tank will be used to collect and store effluent. The equalization tank will provide approximately 12.5 hours of retention time at the anticipated peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City's sewer system. The equalization pump will utilize on site storage capacity and equivalent pumps to maintain the same instantaneous peak flow discharge as the existing facility. As a result, there will be no increase to the instantaneous flow rate to the City sewer system and therefore no adverse effect on the sewer system capacity. No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours would prevent any adverse impacts to the City sewers.

The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing

site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of ~~maintaining~~ improving the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of maintaining the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant\

- *The following changes to the language included on paragraph 1 page 5 of the IS/MND, will be made, as shown, below:*

  PROJECT PHASING

  Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below. Site preparation and demolition staging will occur on the existing parking lot and Construction phase staging will be located in the proposed courtyard between the new buildings and the existing Vineyard Lodge 1 for both phases.

- *Since the release of the IS/MND, the applicant has requested minor modifications related to the size of the storage units proposed as part of the Greystone component. Namely, the applicant has proposed slightly larger storage units ranging in size from 622 sf to 1,337 sf. The proposed changes have been reviewed and would not introduce any new impacts or change the conclusions of the IS/MND. To reflect these technical changes, the following revisions will be made to Sections pages 4,12 and 25, of the IS/MND and as shown below:*

  Project Description, Paragraph 1, page 4.

  The proposal further includes the construction of a 4,468-square-foot (sf) storage cave at the north end of the Greystone Cellars building, beneath the former WSGR. In addition, a series of three modular storage units ranging in size from approximately ~~592 sf to 944 sf~~ 633 sf to 1,337 sf would be installed at the rear of the third floor of the Greystone Cellars building. Given that the majority of works is confined to the interior of the building, exterior changes would be very limited. Any work that may affect the exterior of the historic Greystone Cellars building (i.e. modular units) would be installed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties so as to avoid impacting the building's historic integrity.

Aesthetics, Setting, Page 12.

The Greystone property is located on the west side of Highway 29 and features the historic Greystone Cellars (c.1888) a masonry building designed in the Richardsonian Romanesque architectural style. The Greystone property is highly visible and situated at the northern gateway to the City. Exterior modifications proposed for the Greystone building are limited to the introduction of a 4,468 square foot storage cave, which will be accessed from the loading dock retaining wall and not readily visible from the primary elevations, and the introduction of three modular storage units at the building rear which would be accessed via the existing roadway. The modular units will range in size from ~~592 sf to 944 sf~~ 633 sf to 1,337 sf and measure approximately 9'8" in height. The units will be located at the rear of the west elevation and supported on new structures that span across the existing exterior breezeway in a similar manner as the support structures used for HVAC units. The units will sit below the existing roof eave and will be utilitarian in nature and feature painted metal siding and doors with a flat rood shielded by a small parapet.

Cultural Resources, Impact Analysis, Criterion A, Page 25.

a) (Historic Resources) Less than Significant: The proposed work at the Greystone Site is confined to the Greystone Cellars building, along the west elevation and below the north end of the building. Three modular units ranging in size from ~~592 sf to 944 sf~~ 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets.

- ***The following changes to the language included on the last paragraph of page 39 and in Section 9(b) of the IS/MND, will be made, as shown below:***

…In addition, the project has requested a variance from the parking standards outlined in Municipal Code Section 7.124.30(A.3) and stipulated for "rooming, boarding, or lodging houses" (determined to be the closest applicable land use identified in the zoning code), which require two spaces for the "resident owner" and one space for each guest room ~~bed~~, for a total of ~~226~~ 175 parking spaces based on this requirement for the gross total of 173 rooms (224 dormitory beds) which would result at the Vineyard Lodge Housing Site. At present, the site features 85 parking spaces, but based on data provided by the applicant, only 31% of students have a demand for parking spaces. As described herein, the CIA provides a shuttle service to students for transport to and from the Vineyard Lodge to Greystone, as well as transport offsite. Staff, including cleaning and maintenance staff, are shared by both sites and as such, staff typically park at the Greystone site and are shuttled to the

4. SUMMARY

In the course of preparing the written responses, information was generated and is presented throughout this document. The City of St. Helena carefully reviewed the information developed through the responses-to-comments process and determined that the project does not meet any of the conditions under CEQA Section 15073.5, as outlined below.

15073.5. RECIRCULATION OF A NEGATIVE DECLARATION PRIOR TO ADOPTION.

a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

b) A “substantial revision” of the negative declaration shall mean:

1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

c) Recirculation is not required under the following circumstances:

1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
2) New project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects.
3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

d) If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project. It shall circulate the draft EIR for consultation and review pursuant to Sections 15086 and 15087, and advise reviewers in writing that a proposed negative declaration had previously been circulated for the project.

Therefore, the recirculation of a revised IS/MND or the preparation of an Environmental Impact Report (EIR) is not required. Consistent with the CEQA Guidelines, the added information clarifies the information and analyses in the IS/MND.

The City of St. Helena will consider the proposed IS/MND, together with this Response to Comments document, prior to approving the project.

CIA Comments Regarding
General Plan Consistency

We are sorry to provide yet more documentation, but we believe it is important to highlight that certain Project opponents have cherry-picked various general plan policies in an attempt to prove the Project is not consistent with the City's General Plan. This approach does not fairly reflect the balance and range of general plan policies contained in the General Plan, proverbially "loses sight of the forest for the trees" . Reviewing courts give great deference to a local agency's determination that a land use approval is consistent with the General Plan. "When we review an agency's decision for consistency with its own general plan, we accord great deference to the agency's determination. This is because the body which adopted the general plan policies in its legislative capacity has unique competence to interpret those policies when applying them in its adjudicatory capacity." Save our Peninsula Comm. v. County of Monterey (2001) 87 Cal. App. 4th 99, 142.

This highly deferential review reflects courts' recognition that "policies in a general plan reflect a range of competing interests" and a city "must be allowed to weigh and balance the plan's policies when applying them, and it has broad discretion to construe its policies in light of the plan's purpose." Friends of Lagoon Valley v. City of Vacaville (2007) 154 Cal. App. 4th 807, 816.

A city's general plan consistency determination will not be set aside by a reviewing court unless the city's determination was arbitrary and capricious, or without evidentiary support. No Oil, Inc. v. City of Los Angeles (1987) 196 Cal. App. 3d 223, 243 (applying arbitrary and capricious standard of review and affording deference unless "based on the evidence before [the] city council, a reasonable person could not have reached the same conclusion.").

Rebuttal of Opponents' General Plan Inconsistency Claims.

Opponents asserted inconsistency with two General Plan policies. As explained below, the Project actually advances these two policies.

4.3.1 Preserve the rural small town quality of St. Helena which includes the compact commercial core of one and two story buildings.

- CIA Response: Implementation of the Project advances this policy, because the Project utilizes an existing housing site outside of the compact commercial core to provide more housing for its students.

4.3.5 Require future residential development to conform to the pattern and density of older, neighboring areas of town in order to complement existing town character and ensure that densities are high enough to protect against unnecessary incursion into vineyard agricultural areas.

- CIA Response: Implementation of the Project advances this policy by adding density in an appropriate, previously developed location., in the vicinity of an existing wine

> warehouse, tank farm, and sewage treatment ponds. Approval of the Project would reduce pressure on St. Helena's existing housing stock and protect against unnecessary incursion into vineyard agricultural areas to accommodate the City's housing needs.

Opponents also assert that the Project is in conflict with General Plan policies pertaining to the Urban Limit Line. As discussed above, the City has "broad discretion to construe its policies in light of the [general] plan's purpose." Friends of Lagoon Valley, 154 Cal. App. 4th at 816. The "Guiding Principles for St. Helena's Future" in the Introduction chapter of the General Plan are instructive. Among those Guiding Principles are the following:

> "For most of its history, St. Helena has grown at a steady but relatively slow pace consistent with its role as an agricultural service center. In recent years however, the combination of a highly scenic physical setting, an attractive and growing wine industry, and an ever-expanding San Francisco metropolitan area, has resulted in growth pressures that threaten to alter the basic character of the community. The community fears that without proper regulation rapid growth will result in serious deterioration of the quality of life as a result of increased traffic congestion on Highway 29, water shortages due to inadequate surface supplies, decline in service standards for public services such as schools and recreation, and permanent loss of prime agricultural land. To avoid such a situation, the General Plan policies restrict growth to a level consistent with the ability of the City to plan and provide the additional services necessary for a larger population."
>
> (General Plan 1-3.)

As a residential dormitory project that will reduce student vehicle trips in and around St. Helena, preserve existing water by being subject to the same existing limited use of City water, has no negative effect on school population or recreational facilities, and helps protect—rather than eliminate—prime agricultural land, the Project is consistent with the purpose behind the General Plan's Growth Management policies.

Enhanced List of Applicable General Plan Policies

The Project is consistent with numerous General Plan policies, and an enhanced list of those policies is provided below. Viewing the Project in light of the General Plan's purposes expressed in the entirety of the document, the Planning Commission has ample evidence to conclude that the Project is consistent with the General Plan.

2.6.1 New development should be required to occur in a logical and orderly manner within well-defined boundaries, and be consistent with the ability to provide urban services.
2.6.4 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.

2.6.5 Encourage the continuation of agricultural and low-intensity uses adjacent to the Urban Limit Line.
2.6.8 Urban Service Area expansion should only occur in the designated Urban Reserve Areas. Expansion into non-Urban Reserve areas should be considered only when the proposed land use is found to further the goals and long-term objectives of the City, and does not result in adverse impacts to adjacent uses in either the urban or rural areas. This Project merely further develops a property adjacent to the Urban Limit line that has been zoned Public-Quasi Public and has already been developed and is already connected to city utilities..
2.6.14 Encourage a mix of housing types and price ranges to allow choice for current and future generations of St. Helenans – which is a result of the removal of CIA students from the St. Helena housing market.
2.6.21 Require new residential Projects to be designed to facilitate non-automobile modes of travel (i.e., walking, biking, transit, etc.) – expressly addressed in the Bike Lane and Bike Share program required of the Project.
2.6.59 Protect prime agricultural land and prime vineyard land from premature and/or unnecessary urban encroachment – the Project is subject to a right to farm requirement and has not been in active agriculture for a half century.
4.5.1 The sense of a strong connection to the surrounding agricultural open space and hillsides must be preserved in the future. Views of vineyard, hillsides, creeks, and major landscape features should be maintained. This issue was specifically analyzed in the Visual Impact Assessment.
8.2.7 Develop an area bicycle plan and other bicycle-and-pedestrian-related facilities. To create a meaningful alternative to automobile usage for short trips, bicycle paths should connect home-to-work or home-to-local shopping locations (including bicycle storage racks). Link neighborhoods and commercial areas on a bike path system and encourage bicycle travel. The Project is expending $130,000 on a new bike lane and other improvements on Pratt Avenue, and is required to offer a Bike Share program.
8.2.11 Encourage and support regional efforts to displace motor vehicles off State Route 29 and onto alternative modes of transit, which results from the Project's reduction of traffic along Highway 29, and provide more students access to the shuttle service that previously drove to campus from St. Helena, or beyond.

The Project further supports the following GP policies.

HE1.2 Focus on key opportunity sites and work with property owners and developers to facilitate development of new affordable housing.
HE1.4 Address workforce housing needs by supporting an improved jobs/housing "match" (the CIA's students are part of St. Helena's workforce and will have housing provided by the CIA.
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.
HE2.6 Promote a balance of types of housing throughout the whole community.
HE3.1 Protect the existing stock of affordable and market rate housing.

In sum, a review of the entirety of the General Plan establishes the Project supports the vast majority of General Plan policies even if certain examples of counter-vailing policies can be identified.

CIA RESPONSE TO ERRONEOUS CLAIMS MADE IN OPPOSITION TO THE PRATT AVENUE STUDENT HOUSING

Dear Chairperson Kistner, and Commissioners:

We recognize you received a large amount of written information and verbal testimony regarding this Project and that some of that information was confusing, and we believe erroneous. We thought it would be helpful to correct some of the factual errors that were presented to the Commission to help you accurately evaluate the Project's impacts.

1. CLAIM THAT ACCESS ROAD IS 16' WIDE, DANGEROUS, AND ILLEGAL

As Planning Director Housh clarified at the meeting, the Project's Access Road is the Vineyard Road located along the easterly-side of the property on the next door Treasury Parcel. The Vineyard Road is 25' wide and a two way road. The Planning Department determined that the 25' width requirement set forth Section 17.124.070(e) was applicable to the Project. Moreover, the Reciprocal Easement Agreement between the CIA and Treasury requires that the Vineyard Road be located a minimum of 7' from the end of the vineyard rows and without a curb to accommodate tractor turns. As a result, there will be a minimum clearance of 32' (and generally more) along the Vineyard Road for traffic to travel in an emergency.

The numerous references to the 16' Access Road were incorrect and misleading. Rather, there is a 16' one-way exit driveway that traverses the site and takes traffic to Pratt Avenue on the westerly side of the site. This driveway actually expands to 18' in the vicinity of the parking spaces to allow parked cars to maneuver. As noted by the Planning Director, the arguments regarding the Access Road "conflated" these two entirely different roadways.

2. CLAIM THAT THE PROJECT WOULD CAUSE ADVERSE IMPACTS ON ST. HELENA'S SEWER SYSTEM.

The following is a bullet point summary explanation of the non, or minimal, impact that the Project will have on the City's sewer collection system and wastewater treatment facility.

Collection System

- The existing pump station at the Vineyard Lodge discharges wastewater to the City's gravity sewer system at a manhole on Pratt Ave. The existing system discharges wastewater to the City sewer at a flowrate of 30 gallons per minute.
- The proposed pump station at the Vineyard Lodge will use the same discharge pump, and continue to discharge wastewater to the City's sewer system at 30 gallons per minute.

- Since there will be no increase in wastewater flowrate from the Vineyard Lodge, there will be no increase in the existing peak flow of the City's sewer between Pratt Ave and the Crinella Pump Station as a result of the Project. Maintaining the same flowrate mitigates any impact from the proposed Project on the capacity of City's sewer system.
- It is also very important to note that the current Vineyard Lodge system discharges wastewater as it is produced, following conventional patterns of wastewater flow which peak in the morning and in the evening when residential water use is at higher levels. This coincides with periods of expected high wastewater flow from the other residential connections contributing to the Crinella pump station.
- The proposed Project will store wastewater as it is produced, and then discharge it to the City sewer during off-peak hours late at night/early in the morning and during the middle of the day. These times coincide with periods of expected lower flow from the residential connections contributing to the Crinella pump station.
- Discharging wastewater during these periods of lower flow will actually remove 30 gallons per minute of wastewater flow from the City sewer during times of peak flow, decreasing the overall peak flowrates in the system resulting from this Project.

Wastewater Treatment Facility

- Though not a requirement for the Project, the CIA has chosen to provide septic tank treatment for all wastewater produced at the Vineyard Lodge.
- All septic tanks will be sized per Uniform Plumbing Code requirements for septic systems.
- The treatment provided by the septic tanks will reduce pollutants in the wastewater by an average of 60-70% compared to typical residential wastewater, minimizing the amount of treatment required at the wastewater treatment facility.

3. CLAIM THAT SUBMITTED PHOTOS ESTABLISHED THAT THE PROJECT WOULD HAVE AN ADVERSE VISUAL IMPACT ALONG PRATT AVENUE.

Mr. Hinds submitted several photos that purported to show that the deciduous trees along the Project perimeter did not provide sufficient screening. These photos were taken from privae property, not from the street where visual impacts on Pratt Avenue traffic could be measured. Further, they were taken without accounting for new plantings at the 5th year of maturity as required for the Visual Impact Analysis. Lastly, they were taken and submitted without compliance with the Bureau of Land Management criteria that staff determined to be "the most technical visual impact assessment familiar to staff." The visual impact photos submitted by the CIA conformed to the standards required by staff.

4. CLAIM THAT THE MUNICIPAL CODE REQUIRES THE SAME PARKING REQUIREMENT FOR A DORMITORY AS A HOTEL BASED ON THE LANGUAGE IN THE MUNICIPAL CODE.

The "Definitions" section of the Municipal Code, Section 17.04.160 defines Hotel, generally as: "Hotel" means any building or portion thereof containing six or more guest rooms

used or intended or designed to be used, let or hired out to be occupied … and shall include hotels, lodging and rooming houses, dormitories, public and private clubs and any such building of any nature whatsoever so occupied, designed or intended to be so occupied except jails, hospitals, … ." But, Municipal Code Section 17.24.030 is the Code section that specifies the Parking Requirements imposed on Projects "residential" in nature, and differentiates among these categories included within the definition of Hotel.

The relevant subsections relating to multi-occupant facilities are:

Subsection 17.24.030 (A)(3). "Rooming, boarding, or lodging house: two spaces for the resident owner plus one space for each guest room".

Subsection 17.24.030(A)(4). "Hotel, motel, apartment hotel, and club: one space for each individual guest room, suite, or sleeping or living unit. Additional parking shall also be required for ancillary uses such as restaurants".

Subsection 17.24.030(A)(5). "Mobilehome parks: two spaces shall be provided for each mobilehome space, with at least one on the mobilehome space and the second within one hundred fifty (150) feet of the mobilehome space. Guest parking in a separate designated area shall be provided at the ratio of one space for every four mobilehome spaces."

Subsection 17.24.030(A)(6). "Rest homes, convalescent hospitals, residential care and similar group care facilities: one space for each four beds".

Within these provisions the Code includes references to numerous types of multi-occupant facilities. But, in none of these provisions is "dormitory" listed. As such, dormitories are an "Unlisted Use" and under subsection (H): "Unlisted Uses. The planning commission shall determine the parking requirements for uses not specifically listed. In determining such requirements, the planning commission shall use the above requirements as a general rule and guide."

At page 7 of the Staff Report, this issue was addressed: "The Municipal Code defines a 'lodging house' as a building, or portion thereof, other than a hotel, motel, or bed and breakfast inn, providing room and board or rooming only for compensation. Most often, this is understood as a house having furnished rooms for rent to lodgers. However, unlike a lodging house, the Vineyard Lodge site provides housing *and* transportation for a very specific type of tenant and has much more control over the activities of said tenants. The dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, are such that the Vineyard Lodge Housing site operation would be distinctly different from that exhibited by a typical rooming/boarding or lodging house." And, obviously, the parking requirements at the dormitory are markedly different from the operation of hotel or motel where guests are here on a short-term basis touring the valley in their own vehicles the vast majority of the time.

We believe the clear language of Section 17.24.030 establishes that dormitories are not subjected to the same parking requirements as a motel, or a boarding/lodging house. This is not just an attempt to rely on a technicality – it's based on the requirement that there has to be a

nexus between the parking requirements and the use occurring on the property. In the Parking Memorandum from Crane Transportation standards are cited from the Institute of Traffic Engineers (ITE) Manual that parking requirements for colleges and universities are substantially lower than required by the Municipal Code for motels, hotels and/or lodging/boarding houses as addressed in the Staff Report. Given these distinguishing characteristics it is not reasonable, nor fair, to assume that the parking standards for rooming, boarding, or lodging houses is the appropriate standard to apply to this type of unlisted facility. Given that, we believe there is no basis for utilizing that standard to require the CIA to have to establish the requirements for a Variance. Instead, the Commission has the right, and we believe, obligation to impose a reasonable parking requirement for the Project which we have established is .31 spaces per room (which exceeds the one space for each four beds standard (.25) applicable to rest homes, convalescent hospitals and the like in subsection (6) because occupants of those facilities, like those at Vineyard Lodge, will not need regular access to their own vehicles).

We thank you for your continued patience regarding this matter.

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February 20, 2017

VIA E-MAIL

Chairperson Kistner;
Commissioners Monyette,
Parker, and Knudsen
St. Helena Planning Commission
1480 Main Street
St. Helena, CA 94574

Re: 2555 Main Street and 830 Pratt Avenue

Chairperson Kistner and fellow Commissioners:

On the Culinary Institute of America's ("CIA's") behalf I want to note that we sincerely appreciate the Commission's time and patience in its review of the substantial materials submitted in this matter. We also truly appreciate the efforts of City staff in guiding the applicant toward the preparation of a full and complete application and, in particular, the thorough and capable Staff Report analyzing the various aspects of this project.

The Staff Report's CEQA analysis, particularly the thoughtful responses to the numerous comments that were received, establishes without doubt that there is no basis for a fair argument that any aspect of the project constitutes a significant environmental effect. The report also exhaustively analyzes the requisite Design Review criteria, General Plan consistency, Use Permit findings, and Variance Findings and concludes that findings have been made to approve the project as submitted.

The CIA recognizes that certain neighbors may have concerns about additional development at 830 Pratt Avenue. As we will discuss further at Tuesday's hearing, the CIA made numerous revisions to the project to address concerns raised at a neighborhood meeting in April, and further concerns raised during the Use Permit process, to minimize impacts to the neighborhood, and City of St. Helena resources. At the same time, the CIA also believes that the housing stock in the City of St. Helena is at a critical level, and has determined that it should not only avoid exacerbating that problem by adding additional students without providing on-campus housing, but that it should make every effort to reduce the number of its existing students that occupies homes and apartments in St. Helena. Through this project, the CIA will provide housing for 260 out of its 300 students – and is the only institution, profit or non-profit,

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within the City of St. Helena that provides housing for its students (or employees). As a result, we believe this project is important not only to the CIA, but also to the City of St. Helena.

As noted above, the Staff Report fully responds to comments submitted during the CEQA comment period. Some additional comments regarding CEQA issues were received after the closing of the comment period that were inaccurate and require correction. We also thought it would be beneficial to provide some amplification regarding a few issues in the Staff Report, but believe the Staff Report is an excellent roadmap to Tuesday's discussions.

1. Traffic Issues.

In his submitted comments, Mr. Hinds incorrectly asserts that "The Traffic Impact Report ('TIR') only considers peak A.M. and P.M. shuttle bus trips from Vineyard Lodge to Greystone. The TIR fails to consider the full magnitude of personal trip usage of the 72 permitted cars located at Vineyard Lodge." (R. Hinds Comment Letter p. 8.)

Crane Transportation Group's traffic studies in fact did account for the incremental trips associated with the new students who will reside at the Vineyard Lodge, and determined based on observed trip generation at the Vineyard Lodge driveway that only a small number of additional trips would occur during peak traffic hours in light of the students' class schedules. "There would be a small component of trips added to Pratt Avenue from the Vineyard Lodge (3 inbound trips and 5 outbound AM peak hour trips and 7 inbound and 5 outbound PM peak hour trips) attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area." (11/2/16 Vineyard Lodge Traffic Study p. 14.) As further explained in the CIA-Greystone Master Plan Traffic Study:

"*Most of the existing traffic activity associated with students living in non-CIA housing off-site occurs at non-peak traffic times* (i.e. on weekdays before 7:00 AM, from 1:00 to 2:00 PM or after 8:00 PM), thus, other than shuttles running every 15 minutes between the Vineyard Lodge and Greystone facilities, *only low-levels of student-related trips are reflected in project trip generation during the analyzed peak hours.* There would be minor trip increases (3 inbound and 5 outbound during the AM peak hour, and 7 inbound and 5 outbound during the PM peak hour) projected to and from the Vineyard Lodge housing, attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area during after-school hours. *The weekday student trip increases are projected at low levels based on the current low-level driveway counts at Vineyard Lodge during the analyzed peak hours.*" (11/17/16 CIA-Greystone Master Plan Traffic Study p. 17-18 [emphasis added].)

As shown in Figure 8 of the 11/17/16 Traffic Study (copy attached), these incremental trips would create 4 new left hand turns from Pratt Avenue onto State Route 29. The MND's analysis takes these additional trips into account at the Pratt Avenue/SR HWY 29 WB intersection, and determined that impacts would be less than significant: "[T]he addition of four (4) trips would further degrade the LOS under the AM and PM peak hours. Given the degraded LOS under

Baseline conditions, a warrant analysis was undertaken. *Under baseline conditions with and without the project, the intersections would not meet warrant thresholds. Given that the project would not degrade the LOS to the next lowest level at any of the study intersections impacts would be less than significant.*" (MND p. 51.)

2. Noise Issues.

Mr. Hinds also makes a number of incorrect assertions regarding the Noise Study conducted by ICF International, which the MND relies upon to conclude that there are no significant noise impacts under CEQA.

As stated in the City's Response to Comments Response Number 5-2, ICF analyzed baseline noise levels between April 29th and May 4th, 2016. The students were on break and not attending classes from April 29 until May 2nd, but began arriving back to campus that day and were on-site during the balance of the monitoring period. As a result, the baseline noise levels during the initial portion of the monitoring period (when no students were on campus) provide the most conservative method for evaluating project noise impacts associated with an incremental increase in operational noise. ICF accounted for the marginal increase in vehicle trips on Pratt Avenue attributable to the project, and determined that the increase in traffic noise would be well below the threshold of a perceptible change.

Further, given the students' schedules, it is reasonable to assume there would at most be a gathering of a maximum of 120 students (a bit more than 50% of the total students) in that area, which will be enclosed by buildings which provide almost a solid barrier preventing noise from being directed toward neighbors along and across Pratt Avenue. As stated in the ICF report and the MND, the resulting sound level from 120 students talking at once at a quad gathering would be about 42 dBA at the closest existing residence, well below the measured daytime ambient sound levels of 50 to 64 dBA. The rules prohibiting amplified music, imposing noise curfew hours, and restrictions on non-residents accessing the property are in the student handbook and are enforced pursuant to the CIA's student code of conduct, and will continue to be enforced. As stated in the Response to Comments Response 6-2, there were only six calls associated with Vineyard Lodge housing placed to the St. Helena Police Department in 2016, none of which report student noise violations, although three pertained to fire and other alarms. Moreover, during this time period without any noise complaints, the existing dormitory buildings provided essentially no noise buffer toward Pratt Avenue neighbors due to the existence of the large, flat paved parking area along most of the Pratt Avenue frontage.

3. Parking Issues.

While the staff initially determined a Variance from the parking requirements was required for the project, the applicant has concluded that a variance should not be required for a college dormitory project because parking requirements for such facilities are dramatically less than are suggested for this project. We reach this conclusion because the Municipal Code ("Code") does

not specifically specify the parking requirements for this project because student dormitories are not specifically listed as a residential parking category under Code Section 17.124.030.A. For such unlisted uses, Code Section 17.124.030.H provides that "[t]he planning commission shall determine the parking requirements for uses not specifically listed. In determining such requirements, the planning commission shall use the above requirements as a general rule and guide."

The CIA's student dormitories are dissimilar from the limited residential categories listed in that Code section. The Planning Department assumed that the rooming/boarding/lodging house requirement of one space per guest room, and two spaces for the resident owner, should apply to the student dormitories. But, in the definitions section of the Code's zoning title, dormitories are listed separately from lodging and rooming houses within the broad "hotel" definition. (Code § 17.04.160.) The Code parking requirements recognize that rooming/boarding/lodging houses have distinct features from typical hotels -- even though they are technically a subset of the "hotel" definition in the Code -- and impose a unique, tailored parking requirement for rooming/boarding/lodging houses based on those distinct features (including the typical on-site owner's unit). Because student dormitories are an unlisted use in Code Section 17.124.030, dramatically dissimilar from the listed residential uses, the Planning Commission is authorized to make a project-specific parking determination, using listed use parking requirements as a general rule and guide. We believe the dormitories require an entirely different parking scheme than is applicable to rooming/boarding/lodging houses.

Included with the submittals is the February 2017 Crane Transportation Parking Memo. In that report, Crane concluded that parking opportunities for college students are consistently extremely restricted by those institutions. For example, at UC Davis, students residing in residence halls are not allowed to bring automobiles to campus. At College of Notre Dame de Namur first year students are not allowed to bring automobiles and are expected to utilize public transportation. Crane noted that, nationwide average parking supplies for urban 4-year college sites are 0.3 spaces per total number of students, faculty and staff ("school population") in urban sites, and 0.4 spaces per school population at suburban sites. But, as noted by Crane, 4-year college sites with a mix of classrooms, halls, offices, and student housing are quite different from the proposed student dormitory-only site. Rather, the CIA's student dormitory project shares similar transportation demand management features with other California campuses, including shuttle service and strict on-campus parking permit restrictions. Accordingly, the Crane Transportation Memo concludes that the CIA's program "is highly supportive of students not requiring personal vehicles to travel to and from campus."

Given that students will not require personal vehicles for travel to and from the Greystone Campus, a parking requirement of one space per guest room would require excessive parking not in line with campus parking policies at the CIA or other California colleges. Students with high quality alternative transportation options will display markedly different travel patterns and parking demand compared to guests at rooming/boarding/lodging houses or hotels, who rely on private automobiles for the vast majority of their daily trips. The proposed 0.31 spaces per

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student dormitory bed requirement is in line with national average parking supplies for comprehensive campuses. In the project's unique circumstances, this requirement actually provides more student parking than is typical, given that the national averages of 0.3 to 0.4 parking spaces per school population include faculty and staff members far more likely than students to need access to their own private automobiles for commuting. In addition, the proposed 0.31 spaces per room requirement is a similar ratio to an existing residential use listed in the Code's parking section: rest homes, convalescent hospitals, residential care and similar group care facilities, which are required to provide only 0.25 spaces per bed.

The Crane Transportation Memo provides substantial evidence establishing that the Planning Commission should use its independent judgment, as authorized by the Code, to impose a specific parking requirement for a residential land use not otherwise existing in St. Helena. The project proposes 72 parking spaces for its 224 dormitory beds, three of which will be on-demand car rental spaces, exceeding the proposed 0.31 spaces per dormitory bed requirement.

Should the Commission determine, however, that the boarding/lodging/ guest house parking standard does apply, the findings regarding the Parking Variance establish the Variance should be granted.

4. Setback Issues.

As discussed in the Variance findings, the Vineyard Lodge property is the ONLY property on Pratt Avenue east of the railroad tracks where the special 36' setback applies (other than the Beringer vineyard next door that is part of a large parcel that wraps around to Main Street and will never develop structures instead of critical vineyards) that has made a dedication to the City for the full potential width of Pratt Avenue as a collector road. If the City determined at a later date that it needed to expand Pratt Avenue as a collector road it would have to condemn 10' to 20' along Pratt Avenue from all of the rest of the property owners on the northerly side of Pratt Avenue because none of those properties are able to be subdivided which would otherwise trigger the requirement of a free road dedication by the property owner. Moreover, the Pratt Avenue bridge is very narrow, and is intersects Silverado Trail along a blind curve where traffic from the north is traveling at 55 mph or more. As a result, it seems there is a very low/remote likelihood that Pratt Avenue will ever be widened in this area. As such, the proposed buildings will continue to be located 41 feet from the right of way along Pratt Avenue.

In any event, the Variance does not impede the City from constructing a wider roadway along Pratt Avenue because the room for that road widening already exists in the expanded roadway section along a portion of the Vineyard Lodge frontage, and the buildings will be approximately 15' further away from Pratt Avenue than the existing VL 1. Given these practical circumstances, and the fact that the Variance findings are compelling, the Variance should be granted.

5. Aesthetics Issues.

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The project was subjected to a rigorous Visual Impact Assessment ("VIA"). the Staff Report at page 10 of 26: "It is worth noting that this BLM [Bureau of Land Management] methodology is the most technical visual impact analysis familiar to staff"). Because the MND only references a limited portion of the VIA a copy is attached for the Commissioners' reference to highlight the object criteria addressed in that report. The VIA focused on the required aesthetics impact areas under CEQA: (1) Would the project have a **substantial adverse effect** on a scenic vista; and (2) would the project **substantially degrade** the existing visual character or quality of the site and its surroundings? After a thorough analysis the report concluded that neither of those adverse effects will result from the project. While views from Pratt Avenue will be different, the key views of the hills and mountains are preserved. Moreover, a change to a neighbor's view may be disappointing or frustrating, but that does not in and of itself create a substantial adverse effect on a scenic vista, or a substantial degradation of the existing visual character/quality of the site and surroundings.

One Commenter disputed the result of the VIA because it was conducted during the summer months when the deciduous Sycamore trees were full of leaves. In response, the author of the VIA has commented as follows: "The Visual Impact Assessment (VIA) for 830 Pratt Avenue took into account the existing physical qualities and characteristics of the surrounding environment including those of existing landscape materials immediately adjacent to the project site along Pratt Avenue."

"The deciduous nature of the existing surrounding landscape was considered when assessing the impacts of the proposed project. Existing and proposed trees and landscape plantings within the project site and additional trees along the right of way in lieu of driveway entrances were taken into account when making the findings."

We further believe it is important to note that this property is effectively an "infill project" that has been in commercial operation for over fifty (50) years; has had no agricultural activity during that time period, and is not a size that lends itself to economically viable agricultural activity - the findings that were made for the property's rezoning to Public: Quasi-Public in 2008. Moreover, the property is bounded on the west by the large Treasury wine storage facility, and to the east and north by sewage treatment ponds. An important feature of the property is its existing, very mature trees on the southwest corner and the easterly border along the Vineyard Road. In addition, as can be seen from the Landscape Plan, twenty eight (28) larger 24" boxed trees will be planted on the property perimeter along with the relocation of 6 mature fruitless Mulberry trees, provided ample screening (while the Sycamore trees are deciduous, they are very large and mature, and provide substantial screening the vast majority of the year, and still provide some visual filtering during a short period in the winter). And, as specified on project plans, the three story sections of the building improvements are located approximately 152 feet from Pratt Avenue, resulting in two story structures entirely along Pratt Avenue, and for a significant distance along the easterly border of the property. In addition, as noted previously, the current VL1 is located approximately 5' from the City's public easement along Pratt Avenue. The

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project enhances aesthetic values by moving the buildings approximately 15' further from Pratt Avenue, and continuing to locate a substantial portion of the Pratt Avenue improvements behind the existing camphor trees.

While the project does not meet the technical requirements of SB 743, the Legislature has exempted "infill projects" from both parking and aesthetic analysis under CEQA to ensure that transit-oriented infill projects are free of CEQA obstacles that would otherwise delay or preclude projects that provide important Greenhouse Gas Reduction and traffic reduction measures. Given the CIA's commitment to minimize traffic through its shuttle operation, and the development of a bike path along Pratt Avenue at a cost of $130,000, the CIA's project meets the underlying goals of those important policies.

We look forward to discussing these and other issues with you on Tuesday.

Very truly yours,



Charles W. Meibeyer

Enclosures
cc: St. Helena Planning
Brian Russell

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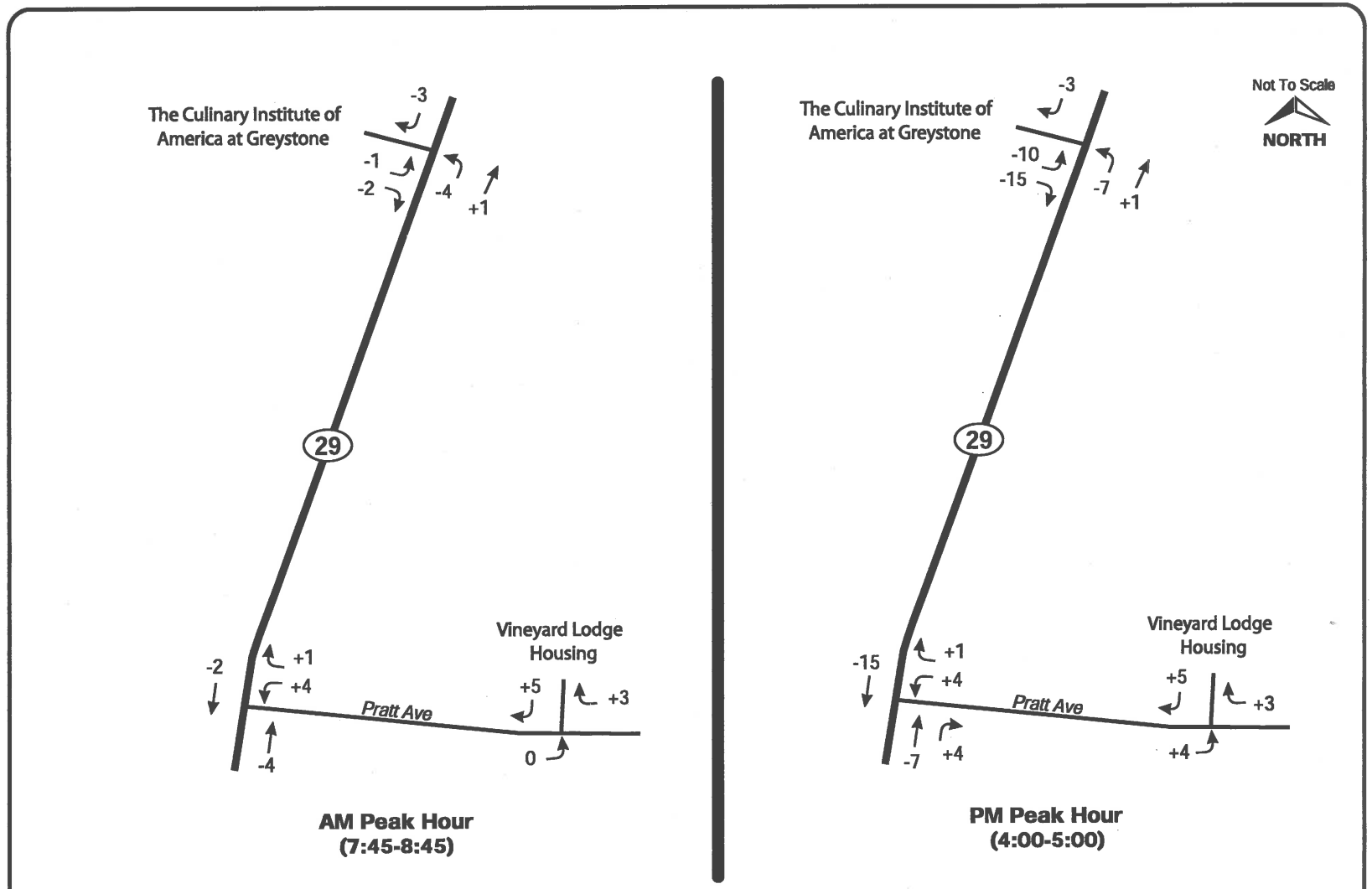

Figure 8
Project Increment
AM & PM Peak Hour Volumes

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CRANE TRANSPORTATION GROUP

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MEMORANDUM

TO: Chuck Meibeyer, Esq., Coblentz, Patch, Duffy and Bass, LLP

cc: Naomi Miroglio, FAIA, Principal, Architectural Resources Group

FROM: Carolyn Cole, AICP, Principal

DATE: February 8, 2017

RE: Notes on Student Housing Parking Demand and Management

The Institute of Traffic Engineers (ITE) *Parking Generation, 4th Edition*, provides data and analysis for Land Use 550 University/College, addressing suburban and urban 4-year college sites. Data also exist for 2-year colleges, but these generally have little to no campus housing component.

the ITE data consists of 8 suburban sites and 5 urban sites; suburban and urban locations were calculated separately. The average parking supply ratio was found to be 0.4 spaces per total number of students, faculty and staff (school population) at the suburban sites, and 0.3 spaces per school population at the urban sites.

The CIA's planned 31% parking permit limitation for its Vineyard Lodge (Pratt Avenue) student housing is very close to the ITE parking supply ratio found for urban sites. However, the Vineyard Lodge site pertains only to CIA student housing, thus, may be considered to have little in common with the surveyed 4-year university sites, with their mix of classrooms, halls, offices, and student housing. For this reason, parking supply and parking management policies were examined for student housing on other campuses in California.

In a review of the online parking policies for on-campus housing, it is clear that each institution handles its parking through issuing highly restrictive permits for specified periods of time and specified parking areas. All campuses examined have an administrative division for parking management in order to manage their available student housing, and campus-wide parking supply. All encourage use of transportation alternatives to the private automobile. For example, UC Santa Barbara coordinates a vanpool and ridesharing program, discounted bus passes and an Emergency Ride Home program as part of its Transportation Alternatives Program (TAP). UC Santa Cruz maintains a parking prohibition for residential freshmen and sophomore students. First and second-year students (students with less than 90 units) that reside in on- or off-campus University housing facilities are not eligible to purchase a permit (except motorcycle permits) to

park on-campus. For students eligible to purchase permits, UC Santa Cruz issues lot-specific permits, however, its 2016-2017 TAPS bulletin (available on-line) lists eight parking lots that are sold out. The website also notes in a 2016-17 update, "due to unprecedented demand, the sale of undergraduate permits has been suspended for the 2016-17 year." At the College of Notre Dame de Namur, in Belmont, California, first year undergraduate students are not permitted to bring cars or motorcycles to campus. At UC Davis, students living in the residence halls are not eligible to purchase campus parking permits. Residence hall students may not bring a car to campus and instead are expected to utilize public transportation and other transportation alternatives.

Parking supply was found to be an issue for all campuses examined, and strict policies are in place at all institutions to manage student housing parking demand.

The CIA's Vineyard Lodge housing expansion project will require strict limits on the number of parking permits issued to student residents of the Vineyard Lodge housing; however, the CIA's program of shuttle service to and from the Lodge and the Greystone facility, running every 15-minutes from 5:30 AM to the end of the student day, at 9:30 PM, is highly supportive of students not requiring personal vehicles to travel to and from campus.

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

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Memorandum

To: Tom Bensel
CIA

Project: Greystone Master Plan
Project No.: 11208.01
Date: 24 April 2017
Via: Email
From: Naomi Miroglio

Re: Summary of Standards for new construction on historic site

The historic Greystone Winery, now the home of The Culinary Institute of America (CIA), Greystone campus, is listed on the National Register of Historic Places, the California Register of Historic Resources and is a local St. Helena Landmark. As an 'historical resource', potential projects are subject to review under the California Environmental Quality Act (CEQA) and, to avoid an adverse impact, all work on the site must follow *Standards for Rehabilitation* (*the Standards*) contained within *The Secretary of the Interior's Standards for the Treatment of Historic Properties.*

The application of the Standards is on a case-by-case basis, and each proposed project is evaluated on its individual merit. Moving the proposed dormitories to the historic Greystone site would not likely meet the Standards, and would therefore create an adverse impact under CEQA.

It should be noted that interpretation of the Standards has been broadened since the original 1993 project, and new work on the historic site cannot impact the historic **building** and its **environment**. Currently, compliance with the Standards must take into account the historic character of the entire site and environment, specifically:

- No new construction can be added that is visually incompatible in terms of size and scale of the historic Greystone Winery or which destroys historic relationships on the site;

- No new construction can be located on the building site where important features such as historic stone walls, accessory buildings (Flavor Discovery Center or Rudd Center), landscape or historic roadways will be impacted;

For reference, the standard for new construction is specifically in Standard #9:

> 9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

Additional guidelines for new construction on an historic site can be found at the following links:
https://www.nps.gov/tps/standards/rehabilitation/rehab/building01.htm
https://www.nps.gov/tps/standards/rehabilitation/rehab/setting01.htm



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NO. DESCRIPTION DATE

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

830 PRATT AVENUE
ST. HELENA, CA 94574

SHEET TITLE

EXTERIOR ELEVATIONS

ISSUANCE

03/06/17

PROJ. NO.
16-1600

DRAWN
Author

CHECKED
Checker

DRAWING NO.

A201

Hotel Rooms Booked
&
Community Contributions

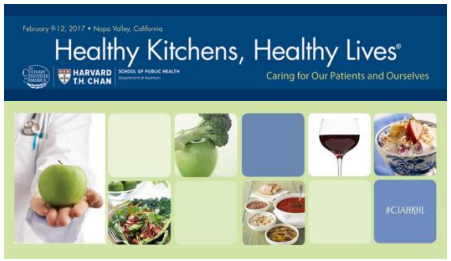
2016 Conferences

















Hotel Room Nights in 2016

2016	Conference			Attendees	Hotel Room Nights Booked
Jan	Appetites & Innovations Retail Leadership Collaborative	Worlds of Healthy Flavors Leadership Retreat	Healthy Menus R&D Collaborative	285	**482**
Feb	Teaching Kitchen Collaborative Meeting	Healthy Kitchens, Healthy Lives		585	**831**
March	Flavor Summit Leadership Retreat			130	**300**

Hotel Room Nights in 2016

2016	Conference			Attendees	Hotel Room Nights Booked
April	Worlds of Flavor International Conference & Festival			650	**820**
Aug	Flavor, Quality & American Menus Leadership Retreat			130	**339**
Nov	reThink Food Conference			375	**490**
2016	Wedding Party Events				**1,939**
2016	Corporate Events				**2,936**
TOTAL					**8,137**

Food 7 Wine Enthusiast Programs



Hotel Room Nights in 2016

2016	Enthusiast Boot Camps Weddings Corporate Events			Attendees	Hotel Room Nights Booked
2016	Multiple Day Food & Wine Boot Camps			1,473	
	Average number of days in programs (4)				
	Average nights stay for attendees (5)				**7,365**
TOTAL					**7,365**

Community Events

Event	Dates	Benefit to Community	Community Served
Lobster Feast at Fire Station	2012-2016 **5 years**	$7,000/year ~30,000 served	Local Police and Fire Department
St. Helena Farmers Market Breakfast	2007-2016 **10 years**	~$300-$400/year 100+ attend/year	Farmer's Market
Donation - 100 year old Horse Carriage	2016	St. Helena Museum	St. Helena
bASH	2012-2016 **5 years**	200-300 served/year	PR for city, local business/wineries
St. Helena Farmer's Market Vendor Thank You Lunch	2007-2016 **10 years**	50-75 served/year	Farmer's Market Vendors
Auction Napa Valley	2006-2016 **11 years**	1200 served/year	Non-profits such as community health and child education

Community Events

Event	Dates	Benefit to Community	Community Served
Duck Dinner at the Veterans Lodge /Oak St.	2005-2016 **6 years**	$10,000/year 100 guests/year	Veterans
St. Helena Farmer's Market Monthly Meeting	2006-2016 **11 years**	Maintains a strong Farmer's Market	St. Helena
SPICE Community Holiday Open House	2006-2016 **11 years**	Toys for Tots 1200 attendees	St. Helena
SPICE Holiday Greeting Cards to Deployed Veterans	2016	40+ served	Veterans
SPICE Yountville Veteran's Day Celebration	2016	400+ served	Yountville Veterans
SPICE Ghoulinary Institute at Gravestone	2014-2016 **3 years**	250+ served Foodbank/Valley Fire Relief	St. Helena

Community Events

Event	Dates	Benefit to Community	Community Served
Kindergarten Lecture	2016	Toys for Tots 1200 attendees	St. Helena
SPICE Valentine's Day Candy Sale	2015	$360	Valley Fire relief
Napa Valley Fire Relief	2015	Student/Faculty/Staff volunteers	Lake County Fire Relief
Petaluma Health Center Kitchen Ribbon Cutting	2014	Provided hors d'oeuvres	Petaluma Health Center
Community Action Napa Valley	2014 6+ visits	Trained participants of CANV	
SPICE Memorial Day BBQ with the Veterans	2014	Hosted BBQ	Veterans

Community Events

Event	Dates	Benefit to Community	Community Served
Project Sanctuary - Ukiah	2013-2014 **2 years**	$10,000 120 served/year	Desserts, proceeds to Women's Shelter
CIA Denim Day	2015	$931.43	Napa Valley Fire Relief
St. Helena High School	2010	300 served	St. Helena
Soap Box Derby	2006-2008 **3 years**	Pizza donated	
SPICE Shop with Cops	2015-2016 **2 years**	350 served/year	Napa Valley Police Dept.
SPICE Outrigger Canoeing Annual Paddle Day	2014-2017 **3 years**	100 attendees/year	Napa River Recreation
S.P.I.C.E. - STUDENT PROGRAM INVOLVEMENT and COMMUNITY ENGAGEMENT			

Community Events

Event	Dates	Benefit to Community	Community Served
Cheers St. Helena	2010-2012 (4 events)	1500 served/event	St. Helena
St. Helena Elementary School Lunch	2012	80 served lunch	St. Helena
V-Foundation Cancer Fundraiser	2013-2014 (2 years)	Dinner 250 served/year	
Planned Parenthood - Staglin	2012	20 people served lunch	
Mental Health Dinner - Staglin	2014	20 people served lunch	
Napa Valley Land Trust Fund Raiser	2009-2012 (4 years)	Meal donated 45 served	Napa Valley

830 PRATT AVENUE PARKING COMPARISONS		
Municipality	**Parking Requirements-Dormitories**	**Exceptions or Exclusions**
Berkeley, CA	1 per each 5 residents; plus 1 for manager	No exemptions found
Napa, CA	1 per sleeping room	Exception: Planning Commission may reduce to 0.5 spaces per unit when a. Development is within 1/4 mile of food market and regularly scheduled public transit stop; and b. Some or all units are available long term to low income households; or c. Tenant vehicles are limited to the number of non-guest parking spaces provided; and d. Development agreement is provided regarding items b. and c. above.
Sacramento, CA	1 per 3 occupants	Alternatives to standard parking requirements: a.Additional bicycle parking. Four non-required bicycle parking spaces may be substituted for one on-site vehicle parking space, up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater. b.Carsharing. One carshare space may be substituted for four required on-site vehicle parking spaces. “Carshare space” means a parking space reserved for a vehicle that can be rented or reserved for short periods of time, such as by the hour or minute. c.Shared bicycles. Shared bicycles provided on-site for the use of employee commutes and off-site trips may be substituted for up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater. Two shared bicycles are equivalent to one on-site vehicle parking space.

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

March 7, 2017

AGENDA SECTION: Public Hearing

AGENDA ITEM: #

FILE NUMBER: PL16-042; PL16-043

SUBJECT: *Culinary Institute of America (CIA) Campus Master Plan*
1. Greystone Campus Design Review and Use Permit
2. Vineyard Lodge Demolition Permit, Design Review, Use Permit, and Variance

PREPARED BY: Lilly Bianco, Contract Planner

REVIEWED BY: Noah Housh, Planning Director

LOCATION OF PROPERTY: 830 Pratt Avenue; 2555 Main

APPLICANT: Thomas Bensel, Managing Director of the Culinary Institute of America (CIA)

PHONE: 1(707) 967-2310

APN: APN.009-131-003 and 009-010-024

GENERAL PLAN: 2555 Main: Public; Quasi-Public
830 Pratt: Agriculture

ZONING: 2555 Main: W/ PD Overlay /HP Overlay
830 Pratt: PQP

BACKGROUND
On February 21, 2017 the Planning Commission heard the Culinary Institute of America's (CIA) request for design review and use permit approval for 2555 Main Street (Greystone Campus) and design review, use permit, demolition permit, and variances for 830 Pratt Avenue (Vineyard Lodge Housing site) which together, comprise the CIA Campus Master Plan project. In order to fully consider the lengthy application materials and public comments received, the Planning Commission closed the public hearing and continued it to a date certain (March 7, 2017).

At the Public Hearing, 24 public comments were heard both in support of the project and in opposition of the project. Those in support of the project cited the CIA's valuable role in St.Helena as an integral component of the community and feeling that the City

should promote the continuity of that. Those in opposition of the project voiced concern related to the project's use of public utilities and resources and the scale and massing of the proposed dormitory housing, as well as the extent to which the proposed housing complies with the established character of the vicinity.

To encourage a thoughtful and well-informed deliberation and to provide the Planning Commission the chance to more fully reconcile public comments with the project proposal, staff has provided an expanded discussion of key areas of concern. Specific topics addressed include: General Plan consistency, design merits, and wastewater capacity.

1. General Plan Consistency

   At the February 21st Public Hearing the project's consistency with applicable General Plan policies was questioned. Namely, the project's consistency with the following:

   4.3.1 Preserve the Rural small town quality of St.Helena which includes the compact commercial core of one and two story buildings, and

   4.3.5 Require future residential development to conform to the pattern and density of older, neighboring areas of town in order to complement existing town character and ensure that densities are high enough to protect against unnecessary incursion into vineyard agricultural areas.

   First, staff would like to clarify that the consistency analysis provided in the February 21st Staff Report did not constitute an exhaustive list of every possible policy that may apply, but rather considered a representative list of policies most pertinent to the project at hand.

   The St.Helena General Plan contains many different, sometimes competing provisions and policies that the City's decision-makers are to consider, weigh and harmonize. As detailed herein, the 1993 General Plan includes policies to preserve the rural small town quality and continue development patterns and character of historic neighborhoods. At the same time, the 2015-2023 Housing Element encourages the City to promote in-fill, innovative design, and higher density development to minimize sprawl and postpone the need to expand the Urban Service Area. Housing Element goal HE 2.F specifically calls for the City to, "Update the General Plan Land Use Element in consideration of the established Housing Element land use goals and policies. Amend General Plan Elements concurrent with adoption of the General Plan Update as needed to ensure internal consistency." The inclusion of HE 2.F highlights the fact that there is some level of conflict between the various policies and reinforces the importance of balancing what may be viewed as competing needs.

   Ultimately, it is at the Lead Agencies discretion to determine how to interpret and balance the various goals and objectives of the General Plan and Housing

Element. It is widely acknowledged that a given project need not be in *perfect* conformity with each and every policy of the General Plan if those policies leave the city room for interpretation. The vast majority of policies applicable to the subject project are relatively nuanced and not worded such that they constitute specific, fundamental, or mandatory standards or actions. For those reasons, Staff maintains that the project can be found to exhibit overall consistency with applicable, and what are sometimes competing, policies of the 1993 General Plan and 2015-2023 Housing Element.

2. Design Merit

At the February 21st hearing much of the comment centered on the massing and scale of the proposed Vineyard Lodge Housing Buildings and a sense that it was not appropriate for the site at 830 Pratt Avenue. It was contended that the proposed buildings are not compatible with the character of the vicinity and are too massive.

As detailed in the February 21st Staff Report, to approve design review, the Commission must find that the project is consistent with the design criteria prescribed by Section 17.164.030 and exhibits a quality of design that is compatible with adjacent development, features a siting, scale, massing and architectural style that is generally consistent with the predominant development patterns and that does not otherwise detract or negatively affect the established character of the site or surrounding neighborhood.

To objectively illustrate the project's consistency with the Design Review Criteria the applicants prepared a Visual Impact Assessment based on the Bureau of Land Management's methodology. In short, projects that create a high level of contrast to the existing visual character of a project setting are more likely to generate adverse visual impacts due to the inherent visual compatibility. Conversely, projects that create a low level of contrast to the existing visual character are less likely to generate adverse visual impacts due to inherent visual compatibility. As detailed in the Staff Report, when considered relative to existing site conditions, the level of contrast was perceived to be limited to an extent that it would not significantly alter the existing character of the site or its relationship to surrounding properties.

What appears to be overlooked is the fact that the subject site is *already* developed with urban uses and features dormitory buildings. The established character of the site and its visual relationship to surrounding properties would clearly evolve under the proposed project, but it would not so substantially alter the *existing character* of the site or visual relationship to the extent that it would negatively impact the visual environment. Ultimately, staff concurs with the findings of the Visual Impact Assessment that the design elements (stepped design, neutral hues, landscaping to soften the buildings) endeavor to balance the aesthetic needs with functional needs of the project and therefore staff finds that the project exhibits overall consistency with required Design Review Criteria.

3. Wastewater Capacity.
   Another topic of concern includes wastewater capacity, and, more specifically, the ability of the Crinella Pump Station to accommodate flows from the Vineyard Lodge Housing Site.

   As detailed in the IS/MND and Response to Comments, The Culinary Institute expansion will not increase the frequency of sewer overflows and further, conveyance of all flows will be limited to off-peak times. Condition of Approval number 45 imposed on the Vineyard Lodge Housing component, requires the applicant to perform 7-day flow monitoring at the downstream sanitary sewer manholes (No. 6-5 and No. 6-18) to confirm the theoretical assumptions in the provided wastewater capacity study; peak sewer flows will not be allowed to exceed 2/3 full pipe. If insufficient capacity is available at the site and with the current infrastructure, a new sanitary sewer must be constructed with adequate capacity by the owner as a condition of the site development.

   Last, =the City's newly adopted rate study includes $500,000 in upgrades to the Crinella Pump Station to be constructed in 2019/2020. This Project is envisioned to upgrade the pump station to new engineering designs, and to address any capacity and odor issues.

   Given the above, Staff maintains the determination that the project would not negatively impact the Crinella Pump Station and in the event that the flows are found to exceed theoretical assumptions, this would be resolved by compliance with condition of approval imposed on the project.

STAFF RECOMMENDATION

The Planning and Community Improvement Department recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration and Mitigation and Monitoring Program for the project; and

2. Approve the requested Use permit and Design Review for 2555 Main Street and approve the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue.

ATTACHMENTS

1.Resolution
2.Public comments received after Feb 21, 2017 at 5pm
3.Supplemental information from Applicant, March 1,2017
4. February 21, 2017 Planning Commission Packet Items

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CULINARY INSITUTE OF AMERICA CAMPUS MASTER PLAN AND GRANTING APPROVAL OF DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND GRANTING APPROVAL OF A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:** 009-010-024 and 009-131-003

Recitals

1. **Whereas,** The Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** The Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** Pursuant to CEQA Guidelines Sections 15072 and 15073, a Draft Mitigated Negative Declaration and included Initial Study was circulated for public review and comment from December 9, 2016 until January 23, 2017; and
4. **Whereas**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of potentially significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and
5. **Whereas,** in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environmental effects to a less-than-significant level; and.
6. **Whereas**, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also

requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation; and

7. **Whereas,** The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017 which was continued to a date certain, March 7, 2017.
8. **Whereas**, A public notice was published in the St. Helena Star and mailed to residents and occupants within 500 feet of the project site and in compliance with state and local law; and
9. **Now, therefore** let it be found that, the Planning Commission adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approves the requested Use permit and Design Review for 2555 Main Street and approves the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue on the following basis:

Resolution

1. In making the findings in this Resolution, the Planning Commission relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report, City files for this matter, correspondence, presentations and other materials.
2. CEQA Findings
    1. The Planning Commission has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project,
    2. The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA,
    3. On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned, and mitigated, will have a significant effect on the environment.
    4. The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project.

3. 2555 Main Street Findings and Conditions of Approval

A. DESIGN REVIEW. The Planning Commission finds that The Greystone Campus is historically significant as a good example of the late nineteenth century Richardsonian Romanesque architecture in California and provides a tangible link to the Napa Valley's historical viticultural operations of the last century. All project activities are either confined to the interior of buildings or less visible areas of the property such that any changes are not readily visible from main viewing areas. The exterior modifications proposed for the subject include the introduction of three new modular storage units at the rear of the property. The introduction of the proposed

modular units would be reversible and their removal in the future would not affect the historic integrity of the building. Given the very limited design changes and for the reasons described below, the project is found to be generally consistent with the design review requirements. As such, the Planning Commission determines the project is in compliance with the following Design Review criteria of Municipal Code Section 17.164.030:

1. Consistency and compatibility with applicable elements of the general plan;
   As proposed the project will facilitate the continued use of the historic Greystone building and in doing so would preserve the historic resource as a valuable piece of St. Helena's heritage. As such, the project would be consistent with GP Policies, 2.6.30, 4.8.1, 4.8.2. Further, the Culinary Institutes' emphasis on food and wine education promotes the Valley's reputation of a world class destination for wine and the culinary arts. As such, the proposed project exhibits overall consistency with all applicable General Plan goals, policies, and objectives.
2. Compatibility of design with the immediate environment of the site;

   No exterior changes are proposed that would alter the design of the building or site.
3. Relationship of the design to the site;

   The design will greatly limit changes visible on the building exterior; for example, the proposed modular units will be located at the building's rear and not readily visible from public viewing areas. As such, the relationship of the design to the site is appropriate.
4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   All work will be performed in accordance with the Secretary of the Interior's Standards and will be consistent with the historic character of the subject site.
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   No substantial changes are proposed that would alter the existing scale or character.
6. Compatibility with future construction both on and off the site;

   No exterior changes are proposed that would alter compatibility with future construction on or off site.
7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed modular units will be of simple design and materials which will ensure their functionality while also limiting changes to the visual environment.
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;

The majority of changes are confined to the interior of the existing Greystone building and therefore would not alter the existing site configuration or overall functionality of the site. The proposed modular units and storage cave would be located conveniently with connectivity to the internal uses they serve. As such, proposed changes would be functional and would limit changes to the visual environment of the site.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;

   No open space or landscaping is proposed as part of this project.

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;

    The project includes modular storage units and storage cave that will support the Culinary school use of the site. The ancillary components are either shielded from view, in the case of the modular units, or underground and not visible, in the case of the storage cave. Given the limited visibility of both components, they are expected to be compatible with the overall design of the Greystone property.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    No changes to the circulation system are proposed.

12. Whether natural features are appropriately preserved and integrated with the project;

    No changes to natural features are proposed.

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;

    Three modular units ranging in size from 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). Given the above, the proposed new modular units are expected to be compatible with adjacent structures and functions.

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;

There is no new landscaping proposed.

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;

    No landscaping is proposed.

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.

    All outdated/inefficient fixtures and systems will be replaced with more efficient and environmentally friendly fixtures and as such, the project will further sustainability goals.

B. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission acknowledges that the Culinary Institute of America at Greystone endeavors to place a greater focus on occupational education. To achieve this, the applicant requests that the use permit authorize a total enrollment of 300 students, allow more flexibility in the operation of the retail store, and allow for a 58 seat student-run restaurant to replace the now closed, 190-seat Wine Spectator at Greystone Restaurant. It is determined that proposed changes do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit. Accordingly, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   No significant changes in the operation of the facility will change and there is no expectation that the proposed project would generate odors, fumes, dust, light, glare, radiation or refuse beyond what is currently typical of the culinary school use. As such, operation of the Greystone Campus consistent with the proposed project would not be injurious to surrounding uses or the community.

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

   Levels of noise would be consistent with or less than existing noise levels given the reduction in events and size of the on-site restaurant.

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

   As detailed in the Traffic Impact Report, the proposed project will not cause a substantial increase in traffic trips that would cause the ambient noise level to

exceed the normally acceptable range. Given the limited traffic trips associated with the proposed project, the project would not cause traffic noise to noticeably increase beyond existing level or otherwise exceed normally acceptable ranges.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The level of demand placed on public services will remain consistent with that which currently exists due to the introduction of more efficient fixtures and systems, adherence to the water neutrality policy, and the fact that the proposed use will continue to operate in a manner consistent with what currently exists, as a culinary school with an ancillary retail and restaurant component.

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

   No changes to ingress/ egress are proposed.

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

   The proposed use is consistent with that which currently exists at the site and no changes are expected that would otherwise conflict with the City's goal of maintaining the economic viability of a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   No significant change in use or operation is proposed and as such, the proposed use would continue to be compatible with surrounding land uses.

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

   As detailed above, the use would be consistent with all applicable General Plan policies.

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

   The proposed use is largely consistent with that which currently exists at the subject site and is not expected to be injurious to public health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    The findings related to this particular project are unique and applicable only to the CIA Campus Master Plan. There is no reason to expect that approval of this use permit would set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    No changes to parking are proposed. Students living off-site would continue to be required to utilize the shuttle for transportation between student housing and the Greystone Campus. As such, no demand that couldn't be accommodated by the existing level or parking is expected.

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

    The surrounding roadways will continue to be able to accommodate automobile and truck traffic generated by the proposed project and is not expected to increase substantially beyond that which currently exists.

C. The Planning Commission approves the design review and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.
2. 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.

3. 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.
4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval *and* the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Pursuant to St. Helena Municipal Code Section 17.08.110, this permit shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.
8. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
9. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on March 7, 2017, except as modified herein.
10. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure efficient watering and to maintain good health and vitality of landscape materials.

15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Code shall be obtained prior to installation of signage.
16. 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.
17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the CIA Greystone Campus except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in any previous resolutions relating to the subject site including, but not necessarily limited to: Resolution Nos. 93-105; 96-95; 97-162; 2001-60; 2003-42; 2004-112; 2006-07; 2006-130; or 2008-76 and these conditions of approval, these conditions shall control, superseding the prior approvals with respect to any such conflict.
19. The primary use shall be that of an advanced cooking school with ancillary uses limited to (1) 58 seat student run restaurant, (1) 35 seat bakery/café and, (1) 3,100 square foot retail store subject to the conditions herein.
20. The student population shall not exceed 300 students. Students shall be limited to those enrolled an Associate, Bachelor's, Master's and/or other Certificate Degree Program.
21. Only students actively enrolled at the CIA at Greystone campus shall be allowed to use school lodging accommodations. The student's length of stay shall be commensurate with the respective degree program.
22. As an ancillary component to the bakery and pastry education program and to help students satisfy educational requirements, a Bakery/Café with no more than 35 seats may be operated within the Greystone Cellars building.
23. A restaurant may be operated within the Flavor Discovery Center (FDC) as an accessory use to the school with seating limited to a total of 58 seats, including both

indoor and outdoor dining. Any outdoor dining shall be consistent with the Zoning Regulations in effect at the time of operation.

24. A 3,100 sf campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. – 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Bottled wine sales may be permitted. The store may be advertised in educational, food service, trade and Napa county newspapers of record. Site signage shall comply with the St. Helena sign ordinance. Wine tasting may occur within the store as an accessory and subordinate activity relating to the sale of wine but shall occur only during the hours the retail store is open."

25. Valet parking shall be provided for all special and community events if they are held during hours that the restaurant is open and/or when designated on-site parking is not adequate. No parking shall be permitted along Highway 29/Main Street or Deer Park Road.

26. The CIA may offer tours and limited educational experiences to the General Public so long as such activities are incidental and secondary to the primary degree and/or Certificate educational programs offered at Greystone.

27. The Applicant shall provide a Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved Transportation Plan shall be provided and kept in the hard copy and digital project file.

28. Modular Units and the underground cave shall be used for storage of products and wares used for the purposes of culinary education.

29. Prior to issuance of building permit, the applicant shall execute a Joint Water Use Agreement with the Vineyard Lodge Housing Site. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year.

30. Any significant change(s) to the operation of the approved use, including a change in hours of operation, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Conditions

31. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

32. 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.

33. 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, seismic risk, cave wall and ceiling stability, etc. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

34. Remodels or new construction which requires 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.

35. The applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges. The annual stormwater illicit discharge inspections are performed and invoiced by Napa County Department of Environmental Management.

36. Trash areas, dumpsters and recycling containers shall be enclosed and roofed per State and County standards to prevent water run-on to the trash area and water runoff from the area, to contain litter and trash so that it is not dispersed by the wind or run-off during waste removal. In the event that wine or food is disposed in these areas, they shall drain to the sanitary sewer system. An area drain connected to the sanitary sewer shall be installed in the enclosure area and a structural control such as an oil/water separator or sand filter shall be included. No other area shall drain into the trash enclosure. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer.

37. The applicant shall incorporate water conservation practices into the proposed project per the Water Neutrality Calculations prepared by Summit Engineering, dated October 15, 2016. 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.

38. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.

39. Grading plans shall identify off-haul routes and soil disposal sites, subject to review and approval by Public Works. All grading and spoils generated by construction of the project facilities, including cave spoils, shall be removed and/or permanently placed prior to final occupancy.

40. 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.

41. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the requirements of the City of St. Helena's Water Standards.

42. 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.

43. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

44. 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

45. A building permit is required for all onsite demolition, construction and/or change of occupancy.

46. 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.

47. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

48. The applicant shall provide a construction waste management plan with the building permit application.

49. 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.

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

51. 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

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

4. 830 Pratt Avenue Findings and Conditions of Approval

A. DEMOLITION. Pursuant to Municipal Code Section 17.164.050(E), the Planning Commission finds that the Vineyard Lodge 1 (c.1960) is not eligible for listing on the California Register of Historic Resources (CRHR) and because the building is not particularly cohesive with the surrounding agricultural and residential character makes the following findings for the approval of a Demolition Permit:

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.

   The applicant is requesting a permit to demolish the former Marlinda Convalescent Home and what is today known as "Vineyard Lodge 1". The building was constructed c.1960. Following review of available records, consultants, Architectural Resources Group, determined that the subject building proposed for demolition does not meet the Criteria for listing on the California Register of Historic Resources (CRHR) given that it does not exhibit architectural significance, is not associated with any significant themes or persons and is not expected to yield any information important to expand our understanding of history or prehistory. Staff concurs with this determination.

2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

   As a 1960s era convalescent home located in an otherwise agriculture and residential area, the building was not found to be particularly cohesive with the existing environment. Given this, it's demolition is not expected to adversely impact the essential character of the neighborhood. Accordingly, Staff finds that the

demolition of the proposed building will not negatively impact a historic resource or existing visual environment.

B. DESIGN REVIEW. The Planning Commission determines the project's natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of new trees will be compatible with the surrounding character along Pratt Avenue and limit visual impacts such that it would be in compliance with the following Design Review criteria enumerated in Municipal Code Section 17.164.030, and as follows:

1. Consistency and compatibility with applicable elements of the general plan;

   As stated above, the subject project is consistent with General Plan policies 4.3.4, 2.6.2, 2.6.4, 2.6.5 and HE 1.5, 2.1, 2.2, and 2.6 in that the project would consist of infill on an already developed site, would occur in a logical and orderly manner proximate to urban services, and would be of a size and design that is consistent with existing site development. Further, the site would not encroach into or otherwise hinder agricultural activities in the vicinity of the subject site. As a previously developed site within approximately one mile of the Greystone Campus, the project location at 830 Pratt is well suited to accommodate student housing at a higher density and provide a creative solution to the need for affordable student housing. As such, the project is determined to exhibit overall consistency with the intent of the General Plan and Housing Element.

2. Compatibility of design with the immediate environment of the site;

   The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Adjacent development includes the Beringer Winery warehouse building and wastewater treatment facilities. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west) building and facilities.

   The subject site is currently developed with two dormitory buildings ranging from one to two stories in height. The one-story building will be demolished and the two story building is to be retained. The expansion of the Vineyard Lodge House is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings or otherwise make the site incompatible with the surroundings. The new construction would be clustered on the site and exhibit defined boundaries and generous vegetative screening. As such, compatibility of the site with its surroundings is found to be maintained.

3. Relationship of the design to the site;

   As stated above, the site configuration will include a series of four buildings (3 new) clustered around a central courtyard and traversed by a one-way access road. Those buildings with frontage on Pratt Avenue will feature a stepped

design and a minimum setback of 20 feet from Pratt Avenue so as to limit visual prominence and provide continuity with other properties proximate to the site, which are developed with similar setbacks. Therefore, given the site constraints, the relationship of the design to the site appears to strike an appropriate balance between function and aesthetics.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   The segments of Pratt Avenue proximate to the subject site do not exhibit a unified or historical character. The surrounding area features residential uses, industrial/agricultural production uses, and vineyards. The proposed design is generally consistent with Vineyard Lodge II and the existing character of the site and would not depart significantly from that existing character. The project is therefore not expected to impact an area having a unified or historical character.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   The subject buildings with frontage on Pratt Avenue will be stepped in height such that the buildings along Pratt will be two stories in front (with max height of 29'2") with taller (3-story) portions confined to the rear of the site (max height of 40'2"). Similarly, the buildings will feature a minimum 20' setback from the Pratt Avenue Property line (50' from Pratt Centerline) in an effort to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby. Further, this site serves as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue.

6. Compatibility with future construction both on and off the site;

   The project design is contemporary in style, but with traditional detailing. The buildings feature a neutral color palette. The proposed design would not introduce an element that was so unique or exceptional as to make it incompatible with future development on and/or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed buildings will be contemporary in style, but feature some craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated foundation. Exterior walls would be clad in a combination of painted clapboard siding and stained red cedar siding and punctuated with clad windows. The buildings would feature articulated roof-lines with asphalt shingles. The proposed color palette includes neutral hues like brown, natural wood, and moss green. The proposed color and materials reflect traditional materials and colors that would help the buildings to more readily blend in with their surroundings. The architectural design, material, and colors are responsive to the needs of the site and appropriate to the function of the project and generally compatible with adjacent buildings and uses.

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;

   The proposed site configuration would feature three buildings clustered around a central courtyard. The site would be traversed by a one-way access road with parking clustered around the outer portions of the site, screened with significant amounts of vegetation. As such, the site configuration is expected to provide for a desirable environment that is both functional and aesthetically pleasing to residents 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;

   The project proposes a generous level of landscaping and will retain a number of trees at the property frontage to promote screening. The level of landscaping will soften the look of the new buildings and appears to be appropriate for the use and to promote continuity with surrounding properties.

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;

    The project will include interior students commons and dining area as well as an outdoor courtyard and amenity area. In addition, the project will provide alternative forms of transportation to serve the student population and facilitate ease of travel between the subject site and Greystone Campus as well as other destinations. Given the on-site amenities and provision of alternative transportation, the project is expected to provide sufficient ancillary functions to support the functionality of the student dormitory use and which are of a design that is consistent with the overall aesthetic.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    Primary automotive access will from Pratt Avenue and Vineyard Road, both of which were found to provide adequate circulation and access to the project site and have been conditioned to be improved to address project specific impacts. Onsite circulation and access is provided via one-way access road off of Vineyard Road and exiting at Pratt Avenue. This access road is expected to provide convenient vehicular site access. In addition, the project will be subject to Mitigation Measure Trans-2, which amongst other things, requires that the applicant introduce a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 thereby promoting more safe and convenient connectivity for bicyclists. Accordingly, the project is expected to promote safe and convenient access for all types of transportation.

12. Whether natural features are appropriately preserved and integrated with the project;

As a previously developed site, the Vineyard Lodge Housing site does not contain any significant natural features with the exception of some Coast Live Oak Trees. To accommodate the proposed buildings, the project will remove two (2) Coast Live Oaks, which pursuant to Mitigation Measure BIO-1, shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every one tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. As such, the project will integrate natural features to the extent possible and where that is not possible, will mitigate accordingly.

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;

    Please refer to response No. 7.

14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

    Please refer to response No. 4

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;

    The proposed landscape plan will feature a variety of trees, shrubs, and sod. The majority of existing Camphor trees at property frontage will be maintained. The landscape plan will feature 21 plant types which will be distributed throughout the site and promote continuity and unity throughout the site as well as soften the look of paved parking areas around the periphery of the site and provide shade.

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;

    With the exception of the sod, all proposed plant materials are considered "low" water use plantings and are expected to be adaptable to the St. Helena climate. Further, all plantings on site are required to comply with the City of St Helena Municipal Water Efficient Landscape Ordinance, which regulates landscaping water use.

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

    As detailed herein, the project will use efficient fixtures and comply with Title 24 building standards. In addition, most landscaping will be comprised of low water use planting and will comply with the City of St Helena Municipal Water Efficient

Landscape Ordinance. Further, the project will limit parking so as to avoid inducing vehicular travel demands and Green House Gas production by promoting use of alternative transportation and ride sharing. As such, the project will promote sustainable practices and climate protection.

C. SETBACK VARIANCE. Pursuant to Municipal Code Section 17.172.050, the Planning Commission makes the following variance findings to support the motion to approve a setback variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

The currently configured parcel was created in 1971 subject to dedication of a 20 foot strip of land along the northwesterly side of Pratt Avenue, creating a 60 foot right of way. As demonstrated in the applicant's setback variance request, neighboring properties were either (1) not required to dedicate land, or (2) were required to dedicate only a 10 foot strip of land. In addition, the property has a unique triangle shape with its widest and most developable portion immediately adjoining the property line subject to the special Pratt Avenue setback requirement. Literal enforcement of the 36 foot setback requirement from the property line—which encroaches 10-20 feet more into the property than does the property line at neighboring properties—would create a hardship peculiar to the property.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

Granting a variance would not constitute a special privilege for the property relative to neighboring properties. Six neighboring homes on the northwesterly side of Pratt Avenue are situated within the special 36 foot setback, none of which were required to dedicate a 20 foot strip of land like that of the subject property. The proposed development plan will exhibit a greater setback than what currently exists for the Vineyard Lodge 1 building (proposed for demolition). In light of the above, it is found that granting a setback variance is necessary for the preservation and enjoyment of the applicant's substantial property rights that are possessed by nearby properties that are developed in similar proximity to the northwestern boundary of Pratt Avenue.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest, as the new developed portion of the property will be located further from Pratt Avenue than the existing Vineyard Lodge I, proposed for demolition. In addition, large mature trees along a substantial portion of the site frontage and along its other borders will screen the views of the new dormitory development. Recognizing the unique nature of the property and granting a Variance does not impair the purpose and intent of the Code's Variance chapter.

The chapter's stated purpose is, in part, to allow for deviation from a strict application of the Code in the event that a property exhibits an unusual shape or other exceptional characteristic, and as a result would be subjected to practical difficulties or undue hardship in their development. Authorization of the Variance is consistent with St. Helena's longstanding efforts to manage growth by encouraging further development of already developed parcels, rather than removal of vineyards within City limits, and would not adversely affect the General Plan. The project's 123-bed expansion to serve a projected enrollment expansion of 100 students will allow students who currently compete for housing with members of the St. Helena workforce to move into student dormitories; freeing up that housing would benefit St. Helena families and employees.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

The property has a unique shape and was required to dedicate a larger strip of land relative to other nearby properties subject to the 36 foot special setback. Accordingly, the property's condition is not so general or recurrent in nature to make formulation of a general regulation addressing the issue reasonably practicable.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further

discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

D. PARKING VARIANCE. Pursuant to Municipal Code Section 17.172.050, the Planning Commission makes the following variance findings to support the motion to approve a parking variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

Imposition of the Code's parking requirement for a "rooming, boarding, or lodging house" or "hotel" in the student dormitory context would create a hardship peculiar to the property. Rooming, boarding, or lodging houses traditionally serve individuals unaffiliated with a college or university, who in a community such as St. Helena likely would require use of an automobile for daily activities. Similarly, hotels in St. Helena traditionally serve visitors exploring the region's amenities by private automobile. Requiring one parking space for each guestroom in those contexts is justifiable given the expected patterns of vehicle use, and the potential that failure to provide ample parking spaces could negatively affect neighboring properties. The Culinary Institute of America's students, on the other hand, are offered shuttle service for their daily trips to and from the Greystone Campus, do not require a car for the vast majority of their daily school-related activities, and are offered on-demand car rental for personal trips as well as access to free bicycles on site. Imposition of a one space per dormitory room requirement would create a hardship by dramatically changing the project as proposed and would require elimination of an open quad gathering area and potential reduction in number of student beds in favor of a hardscape parking lot.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

The Variance would not constitute a special privilege for the property relative to neighboring properties, none of which are developed with student dormitories that require limited on-site parking. Given the unique and limited travel patterns of student residents of the dormitory, with the Variance both the property and neighboring properties will be subject to minimum parking requirements tailored to actual expected travel patterns and parking space demand, and neither the property nor neighboring properties will be required to provide unnecessary parking spaces reducing enjoyment of substantial property rights.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest. The Culinary Institute of America will provide shuttle and on-demand car rental service, will impose a highly restrictive permit system both at the property and the Greystone Campus discouraging students without assigned parking from bringing cars to St. Helena, will provide free bicycles for use by students, and is amenable to restrictions on parking in the surrounding area to benefit nearby residents by discouraging student parking off the property. The Variance serves the public interest by effectively removing vehicles from City streets, particularly St. Helena Highway, encouraging environmentally-friendly and efficient transportation to and from the Greystone Campus. The parking Variance does not impair the purpose and intent of the Code's Variance chapter. The chapter's stated purpose is, in part, to allow variation from strict application of the Code where extraordinary situations or conditions mean that literal enforcement would involve practical difficulties or would cause undue hardship. Here, requiring unnecessary parking spaces would work against the public interest and cause undue hardship to the property and the school. Authorization of the Variance is consistent with City and regional policies encouraging use of alternate modes of travel, both to reduce harm to the environment and to take traffic off local roads, and would not adversely affect the General Plan. These policies and goals are consistent with the project's shuttle service and free bicycle program that reduce the need for parking and provides further support for the parking Variance.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

Formulation of a general regulation is not reasonably practicable given the lack of other student dormitories in the City, the targeted transportation options provided to the Culinary Institute of America's students, and consistency with parking reduction practices at other California campuses as discussed in the Crane Transportation Memo that justify the Variance.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's

borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

E. Pursuant to Municipal Code Section 17.124.030 (H), the Planning Commission further finds that the Vineyard Lodge Housing Site constitutes an "unlisted use" and determines that based on the particularities of the proposed project, including the dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, the provision of 69 designated parking spaces is sufficient to serve the project site.

F. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission finds that The Vineyard Lodge dormitories are appurtenant to the CIA at Greystone and provide affordable and convenient lodging for students enrolled in a culinary program. As conditioned, it is expected that the project would operate in an acceptable manner and therefore, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   The site operation is expected to be substantially similar to that currently existing. There is no expectation that the expansion of the student housing would generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

   At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environment present on-site and in the vicinity. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

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

   As detailed in the Noise Impact Study (Appendix L of the IS/MND), the project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The Project will not result in substantial adverse impacts associated with any public facilities or services. The project site is located adjacent to the urban limit line and is well served by existing public utilities and services. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. The project site is also located proximate to the police and fire stations. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, the project will not place excessive demands on any public services.

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

   The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore, ingress and egress is considered adequate.

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

   The proposed student housing is appurtenant to the Culinary Institute of America Greystone Campus. The housing would not displace local serving uses nor impair the City's viability of maintaining a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and would be conditioned accordingly. Given that the proposed use serves an infill and expansion of an existing use there is no expectation that the proposed project would introduce an element that would conflict with the intent of the PQP zoning designation.

8. That the proposed use would not be in conflict with the City's General Plan.
   As detailed, herein the project would comply with applicable General Plan policies.

9. That the proposed use would not be injurious to public health, safety, or welfare.
   The proposed project consists of infill student housing that would operate in a manner substantially similar to the existing Vineyard Lodge Housing. As such, the project would not be injurious to health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    Use permits are considered on a case by case basis and based on the specific merits of a given project. Accordingly, the granting of this use permit would not influence future decisions or otherwise set a precedent.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    The applicant proposes to provide a level of parking commensurate with the demand exhibited by the current residents of Vineyard Lodge Housing Site. At present, 31 percent of residents hold parking permits. It is reasonably expected that this level of demand would continue with implementation of the proposed project which would translate to 69 designated spaces for the total proposed resident population of 224 students. .

There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue or not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. As such, the project is expected to be able to accommodate long term parking needs for residents of the site.

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

    As detailed in the Traffic Impact Report (Appendix Q of the IS/MND), the project's trip generation is minimal (approximately 4 trips during am and pm peak hours) and therefore the capacity of streets is presumed to be adequate.

G. The Planning Commission approves the demolition permit, design review, variances, and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.
2. 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.
3. 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.
4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the

Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.

5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval and the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
8. 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.
9. 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.
10. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on March 7, 2017, except as modified herein.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way. The trash enclosure(s) will be constructed of opaque materials and be of sufficient size to permit the storage, removal and replacement of standard commercial size trash bins. No collection, storage or stacking of garbage, trash and refuse is permitted outside the trash enclosure.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure efficient watering and to maintain good health and vitality of landscape materials.

15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Zoning Code shall be obtained prior to installation of signage.
16. 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.
17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the Vineyard Lodge Housing Site except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in Resolution No. 2004-33 or 2008-75 and these conditions of approval, these conditions shall supersede the previous permit and associated conditions.
19. Rental and/or occupancy of Vineyard Lodge dormitories shall be limited only to students who are actively enrolled at the Culinary Institute of America at Greystone in an Associate, Bachelor's, Master's and/or other Certificate Degree Programs with the exception that an on-site manager(s) shall reside on site consistent with State Housing Law, Title 25. The student's length of stay shall be commensurate with the respective degree program.
20. The Applicant shall provide a detailed Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved shall be provided and kept in the hard copy and digital project file and made available to the public as requested.
21. Parking Permits issued to students who are actively enrolled at the Culinary Institute of America at Greystone for the Vineyard Lodge Housing Site shall not exceed 69 permits at any one time.
22. No off-street parking is allowed on the Southside of Pratt Avenue, east of the Railroad Tracks.

23. The applicant shall obtain all required approvals in writing for communal kitchen facilities from the Napa County Department of Environmental Management. A copy of the approval shall be provided to the City and added to the project file.
24. Prior to issuance of building permit, the applicant shall enter into a Joint Water Use Agreement with the City and applicable to 830 Pratt Avenue and 2555 Main Street. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year. Said agreement is subject to the approval of the St Helena City Council.
25. Any significant change(s) to the operation of the approved use, including a substantial change in the operational characteristics of the site, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Department Conditions

26. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

27. For any improvements outside the existing building envelope, a grading and drainage plan showing topographic data, all easements, infrastructure onsite and directly adjoining, and an erosion control plan shall be submitted for review and approval by the City Engineer prior to the issuance of a building permit. If the project entails more than 50 cubic yards of soil disturbance, 10,000 square feet of disturbance area, a cut or fill of 3 feet or more, or alteration of any drainage pattern, a grading permit shall be required.

28. 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.

29. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum

30. The applicant shall adhere to the latest Water Agreement with the City and shall incorporate water conservation practices into the proposed project per the Water

Availability Analysis prepared by Summit Engineering, dated September 2, 2016. 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.

31. 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).

32. A Post Construction Stormwater Operations and Maintenance Plan that provides a color-coded plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the Post Construction Stormwater Best Management Practices.

33. Prior to Certificate of Occupancy, the Applicant shall enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City.

34. 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).

35. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

36. 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.

37. 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 building permit. The plan shall be coordinated with any civil grading/drainage/improvement plans.

38. 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.

39. The developer shall underground all on-site utility lines per St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of applicant.

40. Due to the economic and engineering infeasibility of undergrounding regional serving overhead power lines, such existing lines may remain on overhead power poles.

41. Provide details of any and all proposed fencing, gates and/or walls on all plans submitted for building permit review.

42. 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.

43. Remodels or new construction which requires 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.

44. No construction shall commence until adequate access to fire water supply is available to building sites, and the Fire Chief shall ensure adequate access to fire water supply prior to issuance of building permits.

45. In order to confirm the theoretical assumptions in the provided sewer capacity study, the applicant is required to perform 7-day flow monitoring at the downstream sanitary sewer manholes (No. 6-5 and No. 6-18) to verify that the existing sewer pipe has adequate capacity to accommodate the proposed additional flows prior to building permit approval. Peak sewer flows will not be allowed to exceed 2/3 full pipe. If insufficient capacity is available at the site and with the current infrastructure, a new sanitary sewer must be constructed with adequate capacity by the owner as a condition of the site development.

46. Construct frontage improvements in accordance with the *Frontage Improvement Plan* prepared by Summit Engineering, dated December 7, 2016. Said improvements shall include a full with grind and overlay of 0.10 feet and a cross section consisting of a minimum of 8' parallel parking, 5' bike lane, and 12' lanes (east and west).

47. 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.

48. 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.

49. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

50. 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

51. A building permit is required for all onsite demolition, construction and/or change of occupancy.

52. 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.

53. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

54. The applicant shall provide a construction waste management plan with the building permit application.

55. 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.

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

57. 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

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

I HEREBY CERTIFY that the foregoing demolition permit, design review, and use permit for 2555 Main Street, and the foregoing demolition permit, design review, variances, and use permit for 830 Pratt Avenue were duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on March 7, 2017 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

Grace Kistner
Chair, Planning Commission

ATTEST:

Noah Housh
Planning Director

From: Elizabeth
To: Lilly Bianco
Subject: CIA Dorm Expansion
Date: Tuesday, February 21, 2017 5:14:08 PM

Hi Ms. Bianco!

I received a flyer on my door regarding the CIA Dorm Expansion project on Pratt. I am at 1745 Crinella-although I am a block removed from Pratt, I do spend significant time walking there and also use Pratt/Main and Pratt Bridge (when open) for approximately 90% of my entrance and exit from our neighborhood.

A couple of thoughts I have had over the last year regarding the area that I hope to be addressed are:

Will the additional student cars be parking on street or in a lot? If on street-What is proposed to discourage and also clean-up the ridiculous amount of trash that is already left all over the ground around the existing dorms/street parking? Will the CIA provide ongoing street clean-up? Why aren't they already? Pratt will almost certainly become more tourist frequented once the cross Main hotel is completed. The trash is a blight on our city for both tourists and locals.

Which brings me to my next thought, with the soon to follow hotel traffic AND the proposed expansion of CIA Dorms-a traffic light will definitely be needed at the cross of Main and Pratt...it is already very difficult to make even a right hand turn from Pratt to Main due the short red zone prior to the northbound side (and the increase in speed in this area) when there is even one car parked on street directly behind the red zone-very difficult to see what's coming-even in a high profile vehicle! Making a left-hand turn southbound cross traffic is impossible-with the addition of the slight rise in street toward tree tunnel. Problems have increased substantially with just the construction workers vehicles parked in the area-this will be total chaos once hotel and CIA traffic are added in...not to mention the huge amount of foot traffic that will also be attempting that dangerous crossing.

Unfortunately I am unable to attend the Planning Committee meeting tonight to hear all sides of the issues-thank you so much for your consideration in all of this and the possible duplicate comments.

Elizabeth Clough
1745 Crinella Drive
Saint Helena

Sent from my Verizon, Samsung Galaxy smartphone

From: Jesse Clifton
To: Lilly Bianco
Subject: Regarding the CIA dorm expansion on Pratt avenue
Date: Tuesday, February 21, 2017 5:34:17 PM

It is my opinion that the CIA should be given the same treatment locals have generally been given when trying to get their own projects facilitated. Historically, a normal small person, home builder, or small spec house investor may as well through their money on a Craps table as get much of any understanding and help from city of St. Helena planning department. Normal legal uses are regularly interfered, significantly diminished or not allowed. Any deviation from from city ordinance/law would be laughable for most. Money talks, we can see that by the current and ugly hotel project and I'm afraid this hearing will be a mere formality. There are trash and parking issues already on Pratt. If expansion is allowed extra traffic will make the Pratt intersection even more dangerous. A light is needed just with hotel construction traffic and pedestrians already. Visibility is bad there as you should know. Please treat us all with equal respect and consideration.

Jesse Clifton

St. Helena Neighbor and Frustrated Napa Co., resident.

From: Kenneth Larsen
To: Lilly Bianco
Subject: CIA expansion
Date: Wednesday, February 22, 2017 9:50:57 AM

As long time residents of St Helena who live close to the present dormitories, we are not in favor of the CIA expanding to allow for more students.

Ken and JoAnn Larsen
1766 Crinella Dr.

Sent from my iPhone

CIA RESPONSE TO ERRONEOUS CLAIMS MADE IN OPPOSITION TO THE PRATT AVENUE STUDENT HOUSING

Dear Chairperson Kistner, and Commissioners:

We recognize you received a large amount of written information and verbal testimony regarding this Project and that some of that information was confusing, and we believe erroneous. We thought it would be helpful to correct some of the factual errors that were presented to the Commission to help you accurately evaluate the Project's impacts.

1. CLAIM THAT ACCESS ROAD IS 16' WIDE, DANGEROUS, AND ILLEGAL

As Planning Director Housh clarified at the meeting, the Project's Access Road is the Vineyard Road located along the easterly-side of the property on the next door Treasury Parcel. The Vineyard Road is 25' wide and a two way road. The Planning Department determined that the 25' width requirement set forth Section 17.124.070(e) was applicable to the Project. Moreover, the Reciprocal Easement Agreement between the CIA and Treasury requires that the Vineyard Road be located a minimum of 7' from the end of the vineyard rows and without a curb to accommodate tractor turns. As a result, there will be a minimum clearance of 32' (and generally more) along the Vineyard Road for traffic to travel in an emergency.

The numerous references to the 16' Access Road were incorrect and misleading. Rather, there is a 16' one-way exit driveway that traverses the site and takes traffic to Pratt Avenue on the westerly side of the site. This driveway actually expands to 18' in the vicinity of the parking spaces to allow parked cars to maneuver. As noted by the Planning Director, the arguments regarding the Access Road "conflated" these two entirely different roadways.

2. CLAIM THAT THE PROJECT WOULD CAUSE ADVERSE IMPACTS ON ST. HELENA'S SEWER SYSTEM.

The following is a bullet point summary explanation of the non, or minimal, impact that the Project will have on the City's sewer collection system and wastewater treatment facility.

Collection System

- The existing pump station at the Vineyard Lodge discharges wastewater to the City's gravity sewer system at a manhole on Pratt Ave. The existing system discharges wastewater to the City sewer at a flowrate of 30 gallons per minute.
- The proposed pump station at the Vineyard Lodge will use the same discharge pump, and continue to discharge wastewater to the City's sewer system at 30 gallons per minute.

- Since there will be no increase in wastewater flowrate from the Vineyard Lodge, there will be no increase in the existing peak flow of the City's sewer between Pratt Ave and the Crinella Pump Station as a result of the Project. Maintaining the same flowrate mitigates any impact from the proposed Project on the capacity of City's sewer system.
- It is also very important to note that the current Vineyard Lodge system discharges wastewater as it is produced, following conventional patterns of wastewater flow which peak in the morning and in the evening when residential water use is at higher levels. This coincides with periods of expected high wastewater flow from the other residential connections contributing to the Crinella pump station.
- The proposed Project will store wastewater as it is produced, and then discharge it to the City sewer during off-peak hours late at night/early in the morning and during the middle of the day. These times coincide with periods of expected lower flow from the residential connections contributing to the Crinella pump station.
- Discharging wastewater during these periods of lower flow will actually remove 30 gallons per minute of wastewater flow from the City sewer during times of peak flow, decreasing the overall peak flowrates in the system resulting from this Project.

Wastewater Treatment Facility

- Though not a requirement for the Project, the CIA has chosen to provide septic tank treatment for all wastewater produced at the Vineyard Lodge.
- All septic tanks will be sized per Uniform Plumbing Code requirements for septic systems.
- The treatment provided by the septic tanks will reduce pollutants in the wastewater by an average of 60-70% compared to typical residential wastewater, minimizing the amount of treatment required at the wastewater treatment facility.

3. CLAIM THAT SUBMITTED PHOTOS ESTABLISHED THAT THE PROJECT WOULD HAVE AN ADVERSE VISUAL IMPACT ALONG PRATT AVENUE.

Mr. Hinds submitted several photos that purported to show that the deciduous trees along the Project perimeter did not provide sufficient screening. These photos were taken from privae property, not from the street where visual impacts on Pratt Avenue traffic could be measured. Further, they were taken without accounting for new plantings at the 5th year of maturity as required for the Visual Impact Analysis. Lastly, they were taken and submitted without compliance with the Bureau of Land Management criteria that staff determined to be "the most technical visual impact assessment familiar to staff." The visual impact photos submitted by the CIA conformed to the standards required by staff.

4. CLAIM THAT THE MUNICIPAL CODE REQUIRES THE SAME PARKING REQUIREMENT FOR A DORMITORY AS A HOTEL BASED ON THE LANGUAGE IN THE MUNICIPAL CODE.

The "Definitions" section of the Municipal Code, Section 17.04.160 defines Hotel, generally as: "Hotel" means any building or portion thereof containing six or more guest rooms

used or intended or designed to be used, let or hired out to be occupied … and shall include hotels, lodging and rooming houses, dormitories, public and private clubs and any such building of any nature whatsoever so occupied, designed or intended to be so occupied except jails, hospitals, … ." But, Municipal Code Section 17.24.030 is the Code section that specifies the Parking Requirements imposed on Projects "residential" in nature, and differentiates among these categories included within the definition of Hotel.

The relevant subsections relating to multi-occupant facilities are:

Subsection 17.24.030 (A)(3). "Rooming, boarding, or lodging house: two spaces for the resident owner plus one space for each guest room".

Subsection 17.24.030(A)(4). "Hotel, motel, apartment hotel, and club: one space for each individual guest room, suite, or sleeping or living unit. Additional parking shall also be required for ancillary uses such as restaurants".

Subsection 17.24.030(A)(5). "Mobilehome parks: two spaces shall be provided for each mobilehome space, with at least one on the mobilehome space and the second within one hundred fifty (150) feet of the mobilehome space. Guest parking in a separate designated area shall be provided at the ratio of one space for every four mobilehome spaces."

Subsection 17.24.030(A)(6). "Rest homes, convalescent hospitals, residential care and similar group care facilities: one space for each four beds".

Within these provisions the Code includes references to numerous types of multi-occupant facilities. But, in none of these provisions is "dormitory" listed. As such, dormitories are an "Unlisted Use" and under subsection (H): "Unlisted Uses. The planning commission shall determine the parking requirements for uses not specifically listed. In determining such requirements, the planning commission shall use the above requirements as a general rule and guide."

At page 7 of the Staff Report, this issue was addressed: "The Municipal Code defines a 'lodging house' as a building, or portion thereof, other than a hotel, motel, or bed and breakfast inn, providing room and board or rooming only for compensation. Most often, this is understood as a house having furnished rooms for rent to lodgers. However, unlike a lodging house, the Vineyard Lodge site provides housing *and* transportation for a very specific type of tenant and has much more control over the activities of said tenants. The dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, are such that the Vineyard Lodge Housing site operation would be distinctly different from that exhibited by a typical rooming/boarding or lodging house." And, obviously, the parking requirements at the dormitory are markedly different from the operation of hotel or motel where guests are here on a short-term basis touring the valley in their own vehicles the vast majority of the time.

We believe the clear language of Section 17.24.030 establishes that dormitories are not subjected to the same parking requirements as a motel, or a boarding/lodging house. This is not just an attempt to rely on a technicality – it's based on the requirement that there has to be a

nexus between the parking requirements and the use occurring on the property. In the Parking Memorandum from Crane Transportation standards are cited from the Institute of Traffic Engineers (ITE) Manual that parking requirements for colleges and universities are substantially lower than required by the Municipal Code for motels, hotels and/or lodging/boarding houses as addressed in the Staff Report. Given these distinguishing characteristics it is not reasonable, nor fair, to assume that the parking standards for rooming, boarding, or lodging houses is the appropriate standard to apply to this type of unlisted facility. Given that, we believe there is no basis for utilizing that standard to require the CIA to have to establish the requirements for a Variance. Instead, the Commission has the right, and we believe, obligation to impose a reasonable parking requirement for the Project which we have established is .31 spaces per room (which exceeds the one space for each four beds standard (.25) applicable to rest homes, convalescent hospitals and the like in subsection (6) because occupants of those facilities, like those at Vineyard Lodge, will not need regular access to their own vehicles).

We thank you for your continued patience regarding this matter.

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

February 21, 2017

AGENDA ITEM: #

FILE NUMBER: PL16-042

SUBJECT: *Culinary Institute of America (CIA) Campus Master Plan* ***(Part 1 of 2)***
Greystone Campus Design Review and Use Permit

PREPARED BY: Lilly Bianco, Contract Planner

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: 06.27.16 **ACCEPTED AS COMPLETE:** 10.05.16

LOCATION OF PROPERTY: 2555 Main Street

APPLICANT: Thomas Bensel, Managing Director of the Culinary Institute of America

PHONE: 1(707) 967-2310

APN: 009-131-003

GENERAL PLAN: Public; Quasi-Public;

ZONING: W:Winery; Planned Development; Historic Preservation Overlay

PROPERTY DESCRIPTION: The Greystone Campus at 2555 Main (APN. 009-131-003) is located on the west side of Main Street (SR 29) in northern St. Helena. The 14.7-acre site is situated at the western edge of the valley surrounded to the north,south, and west by oak woodlands and to the east, across Main Street/SR 29, by vineyards. Parcels to the south of the site support residential and agriculture (viticultural) uses. The site historically served agricultural uses as a cooperative winery. At present the site supports institutional and ancillary commercial uses associated with the Culinary Institute of America. The site is improved with four buildings and appurtenant parking (265 spaces). The four buildings include (1) the Rudd Center, a continuing education facility for the “Semester Away Wine program,” (2) The Flavor Discovery Center, a Kitchen/demonstration space, (3) Guest House, which provides housing for 47 students (current occupancy is 45), and (4) the Greystone Cellars building which houses the balance of educational facilities and is the subject of the proposed project. Directly south of the property is the Carpy property which includes the Carpy house and is used for storage by the CIA.

PROJECT BACKGROUND

In September of 1993, the City of St. Helena authorized the Culinary Institute of America (CIA) to operate at the Greystone Cellars site when the City Council certified the Final EIR prepared for the project and issued a Use Permit per Resolution No. 93-105. The use permit issued for the project authorized use of the Greystone Cellars property as an advanced cooking school with ancillary commercial uses; conditions stipulated that the student enrollment not exceed 104 students . Amendments to the use permit were authorized in 1996, 1997, 2001, 2003, 2004, 2006, 2007, and again in 2008. As amended, the use permit allows for the operation of a culinary school with ancillary commercial uses and a student enrollment of 200 students. The site is supported by a total of 265 parking spaces.

HISTORY OF ACTIONS

RESOLUTION 93-105	Approved Use Permit for CIA @ Greystone
RESOLUTION 96-95	Amended conditions 10C, 10D, 10G and 12E to expand operation of the restaurant, expand operation of the campus store, frequency of tours, and address the design of the outdoor terrace.
RESOLUTION 97-162	Authorized conversion of approx. 3,000 sf on third floor, south wing, to office uses.
RESOLUTION 2001-60	Amended condition 10F, authorizing rehabilitation and use of Still House
RESOLUTION 2003-42	Amended condition 10F to authorize rehabilitation and use of Gatehouse
RESOLTUION 2004-112	Amended condition 13A to authorize increase in water use; concurrently amended water use agreement
RESOLUTION 2006-07	Amended conditions 10A, 10B, and 12F to allow for Associate's Degree; increase variety of classes; update provisions related to student/housing ratio
RESOLUTION 2008-76	Amended conditions to update Regulated Food and Beverage Inventory; increase enrollment; allow more advertising; introduce new teaching kitchen; relocate existing teaching kitchen; and add 25-35 seat café/deli

*For a comprehensive list of past entitlements issued to the Culinary Institute of America at Greystone see **ATTACHMENT 2**.*

PROJECT DESCRIPTION

The Culinary Institute of America (CIA) at Greystone is proposing a campus master plan to restructure and expand the educational facilities at the Greystone Campus (2555 Main Street) and expand student enrollment from 200 to 300 students. Also proposed is a 4,468 sf underground storage cave and the installation of three modular storage units at the rear of the building. The applicant is requesting Design Review and Use Permit entitlements for the Greystone site.

Student Enrollment
The CIA proposes to increase student enrollment by 100 students to accommodate a total of 300 Students. The 300 students would be enrolled in an occupational education program to obtain an associate's degree (two year program) or certificate (one year program).

Storage Cave
The applicant proposes the excavation of a 4,468-square-foot (sf) storage cave at the north end of the Greystone Cellars building, beneath the former WSGR. The introduction of the storage cave would include constructing entry tunnels extending from two portals at the Greystone loading dock retaining wall. The portal openings would be 10 feet high and 10 feet wide.

Revision of Interior Spaces
The interior changes include improvements to the student dining commons, the introduction of new teaching kitchens, and a new special events kitchen. Also proposed is the closure of the 190 seat Wine Spectator at Greystone Restaurant (WSGR) and relocation of the CIA restaurant to the 58-seat Flavor Discovery Center, resulting in a net reduction in restaurant capacity of 132 seats. The restaurant at the Flavor Discovery Center will be student-run, and will serve meals five days a week for 36 weeks (180 days) per year as opposed to the WSGR which operated 362 days per year and served both lunch and dinner.

More specifically, the interior changes will be as follows:

- Convert the WSGR to a Student Commons and Dining Area and build a new Special Events Kitchen on second floor. The CIA would then demolish first floor workshops and existing back offices, consolidate Staff and faculty offices in an open floor plan administrative wing, and construct a student learning commons.

- Demolish the education office on the 3rd Floor and build a new baking and pastry facility. The CIA will then rebuild a teaching kitchen on the third floor along with two new skill development kitchens in the former bakeshop area.

- Finally, complete a new teaching kitchen, a garde manger kitchen, a multi-use kitchen, an ala carte kitchen, walk-in and storeroom, and specialty kitchen all on the third floor north.

Modular Units
A series of three (3) modular storage units ranging in size from 633 sf to 1,337 sf would be installed at the rear of the third floor of the Greystone Cellars building. The installation of the units would be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties so as to avoid impacting the building's historic integrity. The modular units will only be visible to students, staff and visitors who traverse the driveway at the rear of the property.

ANALYSIS

GENERAL PLAN
The Greystone Campus exhibits a General Plan Land Use Designation of Public; Quasi-Public. The Public; Quasi-Public Designation occurs throughout the City and provides for government-owned facilities, public and private schools, and quasi-public uses

General Plan policies applicable to the Greystone Campus Master Plan include:

2.6.30 Protect historic resources in the commercial areas and encourage their rehabilitation and re-use

3.4.3 Give preference to visitor serving uses whose orientation is toward a more discriminating upscale market consistent with the Valley's reputation as a producer of world class wines, and discourage the introduction of uses that are dependent upon a mass tourist market, while not increasing the total number of tourists.

4.8.1 Preserve historic buildings and landscapes throughout the City of St. Helena as an important component of the City's heritage

4.8.2 Where feasible adapt historic structures to modern uses to ensure their economic viability and to protect against possible loss.

Staff Response:
As proposed the project will facilitate the continued use of the historic Greystone building and in doing so would preserve the historic resource as a valuable piece of St. Helena's heritage. As such, the project would be consistent with GP Policies, 2.6.30, 4.8.1, 4.8.2. Further, the Culinary Institutes' emphasis on food and wine education promotes the Valley's reputation of a world class destination for wine and the culinary arts. As such, the proposed project exhibits overall consistency with all applicable General Plan goals, policies, and objectives.

ZONING
Consistent with the Public; Quasi-Public Land Use Designation, the Greystone Campus exhibits a zoning designation of W: Winery; PD: Planned Development overlay and HP: Historic Preservation Overlay. The PD overlay may be combined with an existing zoning district insofar as the design and the proposed use is consistent with the intent of the St. Helena General Plan.

The PD overlay is intended to provide for development which serves public objectives more fully than development permitted under conventional zoning regulations. The PD overlay provides flexibility to allow for deviations from the standards of the zoning ordinance, accommodate mixed land uses, a variety of housing types, the assembly of small parcels of land into a larger more effective unit, the preservation of open space, natural features or historical structures and structures with diverse building setbacks, lot sizes and building heights.

The HP Overlay is applied to the site given that the site is historically significant and listed on the National Register of Historic Places (NRHP). The purpose of the HP overlay district is to preserve the unique architectural character of structures which have contributed to the city's historic development.

With the proposed changes, the project will continue to meet the applicable development criteria prescribed by the Zoning Code and will meet the intent of the Public; Quasi-Public Land use designation. Further, the project will comply with the HP overlay provisions given that it will not result in exterior changes to the building facades, structures, or to passage ways that could adversely impact the building's historic integrity. As stipulated under Municipal Code Section 17.92.050 no permits for remodeling shall be issued for properties within the HP district which would result in exterior changes to building facades, structures, or to passage ways providing inter-accessibility within a block, unless such change is approved by the planning commission in accordance with the following findings:

1. *That the alteration is compatible with the architectural style of the existing structures;*

2. *That the alteration does not eliminate elements that are required to maintain the essential form and character of the structure;*

3. *That the alternation is compatible with adjoining structures and the use of such structures.*

Given that the project does not propose any such changes, the project would not alter or otherwise impact the integrity of a significant historic resource and therefore complies with the HP District Regulations.

WATER NEUTRALITY

In August 2015 and pursuant to Ordinance 2015-5 the City of St. Helena established mandatory water efficiency measures for new construction, and adopted water demand offset requirements enumerated in Chapter 13.12.050 of the Municipal Code. Amongst these provisions is the requirement that any "new development" (i.e., construction that would introduce any freestanding building that contains water-using fixtures, any floor area additions to existing nonresidential structures, or any residential additions or remodeling that increases the number of independent living units) offset new demand by an amount of water equal to the new demand placed on the city water system using the methodology defined in Municipal Code section 13.12.050. The offset must be clearly demonstrated to the satisfaction of the Director of Public Works.

The CIA Campus currently operates under two separate water agreements. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to the Greystone Campus and 4,750 gpd to the Vineyard Lodge Housing site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year.

Under the CIA Campus Master Plan, the applicant proposes to maintain the existing gross water allotment of 23.1 AF per year, by combining the allocations set forth in the existing two agreements into a single agreement. Specifically, the applicant proposes the rescission of the two existing Agreements and the adoption of a new Joint Water Use Agreement which would redistribute the gross water allotment across the two sites (which will accommodate an increase in water use at the Vineyard Lodge site as the water usage a the Greystone Campus is reduced). The ability of the project to remain within the current gross allotment of 23.1 AF per year is made possible through the installation of new more efficient fixtures at the respective project sites. In any event, the applicant will remain obligated to use not more than 23.1 AF per year.

A condition of approval will require that the new water use agreement which will include adequate enforcement methods that are trackable and sufficiently enforceable so as to ensure that the authorized allotment is not exceeded. Under the proposed Joint Water Use Agreement required per the condition of approval the project will not generate a net increase in water use relative to what was originally approved. As such, the project complies with the City's water neutrality policy.

DESIGN REVIEW

The purpose of design review is to, amongst 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. To approve design review, the Commission must find that the project is consistent with the design criteria prescribed by Section 17.164.030 and exhibits a quality of design that is compatible with adjacent development, features a siting, scale, massing and architectural style that is generally consistent with the predominant development patterns and that does not otherwise detract or negatively affect the established character of the surrounding neighborhood.

The Greystone Campus is historically significant as a good example of the late nineteenth century Richardsonian Romanesque architecture in California and further, because it provides a tangible link to the Napa Valley's historical viticultural operations of the last century. Recognizing the historic significance, all project activities are either confined to the interior of the subject site or less visible areas of the property. For example, the three proposed modular units will be confined to the rear of the building and located at the third floor and not readily visible from the property frontage. The storage cave will be underground with entrances confined to loading dock areas and at the rear of the subject property such that it is not visible from main viewing areas. Given the limited nature of exterior changes, the project is expected to be consistent with all Design Criteria parameters, as detailed below.

<u>Design Criteria</u>

1. Consistency and compatibility with applicable elements of the general plan;

   As detailed above, the project is consistent with all applicable General Plan policies

2. Compatibility of design with the immediate environment of the site;

No exterior changes are proposed that would alter the design of the building or site.

3. Relationship of the design to the site;

   The design will greatly limit changes visible on the building exterior; for example, the proposed modular units will be located at the building's rear and not readily visible from public viewing areas. As such, the relationship of the design to the site is appropriate.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   All work will be performed in accordance with the Secretary of the Interior's Standards and will be consistent with the historic character of the subject site.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   No substantial changes are proposed that would alter the existing scale or character.

6. Compatibility with future construction both on and off the site;

   No exterior changes are proposed that would alter compatibility with future construction on or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed modular units will be of simple design and materials which will ensure their functionality while also limiting changes to the visual environment.

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;

   Not applicable.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;

   No open space or landscaping is proposed as part of this project.

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;

    Not applicable.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    No changes to the circulation system are proposed.

12. Whether natural features are appropriately preserved and integrated with the project;

    No changes to natural features are proposed.

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;

    Three modular units ranging in size from 633 sf to 1,337 sf sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). Given the above, the proposed new modular units are expected to be compatible with adjacent structures.

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;

    There is no new landscaping proposed.

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;

    No landscaping is proposed.

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.

    All outdated/inefficient fixtures and systems will be replaced with more efficient and environmentally friendly fixtures.

The exterior modifications proposed for the subject site are largely limited to the introduction of three new modular storage units at the rear of the property. The proposed units would be stand-alone not additions to the building such that they are reversible and their removal in the future would not affect the historic integrity of the building. Given the very limited design changes and in light of the design criteria above, the project is found to be generally consistent with the design review requirements.

USE PERMIT

The purpose of a use permit is to allow the proper integration of essential or desirable uses which may be suitable only in certain locations or zoning districts in the City, or to ensure that such uses are designed or arranged on the site in a particular manner. In its review of applications for use permits, the Planning Commission shall evaluate each

proposed use in order to consider its impact on the city. (Zoning Code Section 17.168 040).

The Greystone facility operates under use permit No. 93-105, which has been amended multiple times since approved in 1993. In its present form, the use permit authorizes the operation of a culinary school with a student population of 200 students, ancillary commercial uses, including a 35 seat café/bakery, the 190 seat Wine Spectator at Greystone Restaurant, and 3,100 sf retail store. The site is served by a total of 265 parking spaces with valet parking available for 60 vehicles.

The Applicant has requested to amend the use permit to better align with the facility's move toward occupational education and accommodate changing needs. Much of the CIA's large-scale special events and commercial activities have been transferred to the recently acquired, American Center for Wine Food & The Arts (COPIA) in the City of Napa. As such, the Greystone facility will see a much greater focus on the educational component. Specifically, the applicant is requesting that the use permit be revised to allow a total enrollment of 300 students, allow more flexibility in the operation of the retail store, and allow for a 58-seat student-run restaurant to replace the now closed, 190-seat Wine Spectator at Greystone Restaurant (**See Attachment 5**). The proposed changes do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit.

The Greystone facility and uses therein have evolved significantly since the original use permit was issued in 1993. Accordingly, the recommended new use permit would incorporate and update items still applicable and add new conditions, as appropriate. As conditioned, the project will meet all applicable criteria, and Staff recommends approval of the new use permit.

The Findings required to approve a Use Permit are:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   No significant changes in the operation of the facility will change and there is no expectation that the proposed project would generate odors, fumes, dust, light, glare, radiation or refuse beyond what is currently typical of the culinary school use. As such, operation of the Greystone Campus consistent with the proposed project would not be injurious to surrounding uses or the community.

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

   Levels of noise would be consistent with or less than existing noise levels given the reduction in events and size of the on-site restaurant.

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

   As detailed in the Traffic Impact Report, the proposed project will not cause a substantial increase in traffic trips that would cause the ambient noise level to exceed the normally acceptable range. Given the limited traffic trips associated with the proposed project, the project would not cause traffic noise to noticeably increase beyond existing level or otherwise exceed normally acceptable ranges.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The level of demand placed on public services will remain consistent with that which currently exists due to the introduction of more efficient fixtures and systems, adherence to the water neutrality policy, and the fact that the proposed use will continue to operate as a culinary school with an ancillary retail and restaurant component.

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

   No changes to ingress/ egress are proposed.

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

   The proposed use is consistent with that which currently exists at the site an no changes are expected that would otherwise conflict with the City's goal of maintaining the economic viability of a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   No significant change in use or operation is proposed and as such, the proposed use would continue to be compatible with surrounding land uses.

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

   As detailed above, the use would be consistent with all applicable General Plan policies.

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

   The proposed use is largely consistent with that which currently exists at the subject site and is not expected to be injurious to public health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    The findings related to this particular project are unique and applicable only to the CIA Campus Master Plan. There is no reason to expect that approval of this use permit would set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    No changes to parking are proposed. Students living off-site would continue to be required to utilize the shuttle for transportation between student housing and the Greystone Campus. As such, no demand that couldn't be accommodated by the existing level or parking is expected.

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

    The surrounding roadways will continue to be able to accommodate automobile and truck traffic generated by the proposed project and is not expected to increase substantially beyond that which currently exists.

REGULATED FOOD & BEVERAGE ESTABLISHMENTS INVENTORY

At present, the Regulated Food and Beverage Inventory lists 30 establishments. The project will result in the closure of the 190 seat Wine Spectator at Greystone Restaurant and introduction of the 58-seat restaurant at the Flavor Discovery Center, resulting in no net change in the number of establishments on site, but with a net reduction in seats of (132). The project will be conditioned such that restaurant seating not exceed 58 seats and that restaurant facilities remain an ancillary use to the overall educational use.

CEQA

In accordance with Article 6 and Appendix G of the California Environmental Quality Act (CEQA) Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project and included as **Attachment 7**. The document contains a description of the proposed project, an analysis of potential environmental impacts resulting from the proposed project, as well as mitigation measures intended to reduce potentially significant impacts to less-than-significant levels.

The IS/MND found that although the proposed project would generate potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, land use, noise, and transportation, through the

introduction of mitigation measures agreed upon by the project applicant, all potentially significant impacts would be reduced to less than significant levels.

The Draft IS/MND was circulated for a 40-day public review period from December 9, 2016 to January 23, 2017. Twelve (12) comment letters were received during the public comment period which communicated concerns related to wastewater generation, water availability, traffic, aesthetics, and safety. A formal response to comments was prepared and is included as **Attachment 8**..

The Response to Comments addresses concerns raised on environmental issues and provide clarification and revision to the IS/MND, as appropriate. Included in Section 3 of the Response to Comments are changes made to the IS/MND. Modifications are denoted using strikethrough for deletions and underline for insertions. Modifications to the IS/MND are intended to provide clarification, expand discussion, and enhance understanding of the analysis, site conditions, and potential impacts of the project. No modifications to the IS/MND were so substantial as to warrant recirculation pursuant to CEQA Guidelines Section 15088.5

PUBLIC COMMENT/ ISSUES

At the writing of the staff report a total of 18 comment letters were received on the project, 12 of those letters were provided during the public comment period and responded to as part of the CEQA Response to Comments. Issues raised centered on the Vineyard Lodge component and related to concerns about wastewater generation, water availability, traffic, aesthetics, and safety. A detailed discussion of these issues is provided in the Response to Comments, **Attachment 8.**

STAFF RECOMMENDATION

The Planning and Community Improvement Department recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project; and

2. Accept the required findings enumerated in Municipal Code Section 17.164.030 and adopt a resolution approving Design Review and a Use Permit for the CIA at Greystone project.

ATTACHMENTS

1.Resolution + Conditions
2.Legislative History
3.APN Map
4.Aerial View
5.Project Narrative
6.Project Plans date stamped, Feb 13, 2017
7.Mitigated Negative Declaration and MMRP, Dec 9, 2016.
8.Response to Comments on the IS/MND
9.Public Comments

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CULINARY INSITUTE OF AMERICA CAMPUS MASTER PLAN AND GRANTING APPROVAL OF DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND GRANTING APPROVAL OF A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:** 009-010-024 and 009-131-003

Recitals

1. **Whereas,** The Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** The Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** Pursuant to CEQA Guidelines Sections 15072 and 15073, a Draft Mitigated Negative Declaration and included Initial Study was circulated for public review and comment from December 9, 2016 until January 23, 2017; and
4. **Whereas**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of potentially significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and
5. **Whereas,** in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environmental effects to a less-than-significant level; and.
6. **Whereas**, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also

requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation; and

7. **Whereas,** The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017.
8. **Whereas**, A public notice was published in the St. Helena Star and mailed to residents and occupants within 500 feet of the project site and in compliance with state and local law; and
9. **Now, therefore** let it be found that, the Planning Commission adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approves the requested Use permit and Design Review for 2555 Main Street and approves the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue on the following basis:

Resolution

1. In making the findings in this Resolution, the Planning Commission relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report, City files for this matter, correspondence, presentations and other materials.
2. CEQA Findings
    1. The Planning Commission has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project,
    2. The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA,
    3. On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned, and mitigated, will have a significant effect on the environment.
    4. The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project.

3. 2555 Main Street Findings and Conditions of Approval

A. DESIGN REVIEW. The Planning Commission finds that The Greystone Campus is historically significant as a good example of the late nineteenth century Richardsonian Romanesque architecture in California and provides a tangible link to the Napa Valley's historical viticultural operations of the last century. All project activities are either confined to the interior of buildings or less visible areas of the property such that any changes are not readily visible from main viewing areas. The exterior modifications proposed for the subject include the introduction of three new modular storage units at the rear of the property. The introduction of the proposed modular units would be reversible and their removal in the future would not affect

the historic integrity of the building. Given the very limited design changes and for the reasons described below, the project is found to be generally consistent with the design review requirements. As such, the Planning Commission determines the project is in compliance with the following Design Review criteria of Municipal Code Section 17.164.030:

1. Consistency and compatibility with applicable elements of the general plan;
   As proposed the project will facilitate the continued use of the historic Greystone building and in doing so would preserve the historic resource as a valuable piece of St. Helena's heritage. As such, the project would be consistent with GP Policies, 2.6.30, 4.8.1, 4.8.2. Further, the Culinary Institutes' emphasis on food and wine education promotes the Valley's reputation of a world class destination for wine and the culinary arts. As such, the proposed project exhibits overall consistency with all applicable General Plan goals, policies, and objectives.
2. Compatibility of design with the immediate environment of the site;

   No exterior changes are proposed that would alter the design of the building or site.
3. Relationship of the design to the site;

   The design will greatly limit changes visible on the building exterior; for example, the proposed modular units will be located at the building's rear and not readily visible from public viewing areas. As such, the relationship of the design to the site is appropriate.
4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   All work will be performed in accordance with the Secretary of the Interior's Standards and will be consistent with the historic character of the subject site.
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   No substantial changes are proposed that would alter the existing scale or character.
6. Compatibility with future construction both on and off the site;

   No exterior changes are proposed that would alter compatibility with future construction on or off site.
7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed modular units will be of simple design and materials which will ensure their functionality while also limiting changes to the visual environment.
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;

The majority of changes are confined to the interior of the existing Greystone building and therefore would not alter the existing site configuration or overall functionality of the site. The proposed modular units and storage cave would be located conveniently with connectivity to the internal uses they serve. As such, proposed changes would be functional and would limit changes to the visual environment of the site.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;

   No open space or landscaping is proposed as part of this project.

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;

    The project includes modular storage units and storage cave that will support the Culinary school use of the site. The ancillary components are either shielded from view, in the case of the modular units, or underground and not visible, in the case of the storage cave. Given the limited visibility of both components, they are expected to be compatible with the overall design of the Greystone property.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    No changes to the circulation system are proposed.

12. Whether natural features are appropriately preserved and integrated with the project;

    No changes to natural features are proposed.

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;

    Three modular units ranging in size from 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). Given the above, the proposed new modular units are expected to be compatible with adjacent structures and functions.

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;

There is no new landscaping proposed.

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;

    No landscaping is proposed.

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.

    All outdated/inefficient fixtures and systems will be replaced with more efficient and environmentally friendly fixtures and as such, the project will further sustainability goals.

B. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission acknowledges that the Culinary Institute of America at Greystone endeavors to place a greater focus on occupational education. To achieve this, the applicant requests that the use permit authorize a total enrollment of 300 students, allow more flexibility in the operation of the retail store, and allow for a 58 seat student-run restaurant to replace the now closed, 190-seat Wine Spectator at Greystone Restaurant. It is determined that proposed changes do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit. Accordingly, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   No significant changes in the operation of the facility will change and there is no expectation that the proposed project would generate odors, fumes, dust, light, glare, radiation or refuse beyond what is currently typical of the culinary school use. As such, operation of the Greystone Campus consistent with the proposed project would not be injurious to surrounding uses or the community.

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

   Levels of noise would be consistent with or less than existing noise levels given the reduction in events and size of the on-site restaurant.

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

   As detailed in the Traffic Impact Report, the proposed project will not cause a substantial increase in traffic trips that would cause the ambient noise level to

exceed the normally acceptable range. Given the limited traffic trips associated with the proposed project, the project would not cause traffic noise to noticeably increase beyond existing level or otherwise exceed normally acceptable ranges.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The level of demand placed on public services will remain consistent with that which currently exists due to the introduction of more efficient fixtures and systems, adherence to the water neutrality policy, and the fact that the proposed use will continue to operate in a manner consistent with what currently exists, as a culinary school with an ancillary retail and restaurant component.

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

   No changes to ingress/ egress are proposed.

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

   The proposed use is consistent with that which currently exists at the site and no changes are expected that would otherwise conflict with the City's goal of maintaining the economic viability of a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   No significant change in use or operation is proposed and as such, the proposed use would continue to be compatible with surrounding land uses.

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

   As detailed above, the use would be consistent with all applicable General Plan policies.

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

   The proposed use is largely consistent with that which currently exists at the subject site and is not expected to be injurious to public health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    The findings related to this particular project are unique and applicable only to the CIA Campus Master Plan. There is no reason to expect that approval of this use permit would set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    No changes to parking are proposed. Students living off-site would continue to be required to utilize the shuttle for transportation between student housing and the Greystone Campus. As such, no demand that couldn't be accommodated by the existing level or parking is expected.

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

    The surrounding roadways will continue to be able to accommodate automobile and truck traffic generated by the proposed project and is not expected to increase substantially beyond that which currently exists.

C. The Planning Commission approves the design review and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.

2. 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.
3. 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.
4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval *and* the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Pursuant to St. Helena Municipal Code Section 17.08.110, this permit shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.
8. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
9. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on February 21, 2017, except as modified herein.
10. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and

trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure efficient watering and to maintain good health and vitality of landscape materials.

15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Code shall be obtained prior to installation of signage.

16. 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.

17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the CIA Greystone Campus except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in any previous resolutions relating to the subject site including, but not necessarily limited to: Resolution Nos. 93-105; 96-95; 97-162; 2001-60; 2003-42; 2004-112; 2006-07; 2006-130; or 2008-76 and these conditions of approval, these conditions shall control, superseding the prior approvals with respect to any such conflict.

19. The primary use shall be that of an advanced cooking school with ancillary uses limited to (1) 58 seat student run restaurant, (1) 35 seat bakery/café and, (1) 3,100 square foot retail store subject to the conditions herein.

20. The student population shall not exceed 300 students. Students shall be limited to those enrolled an Associate, Bachelor's, Master's and/or other Certificate Degree Program.

21. Only students actively enrolled at the CIA at Greystone campus shall be allowed to use school lodging accommodations. The student's length of stay shall be commensurate with the respective degree program.

22. As an ancillary component to the bakery and pastry education program and to help students satisfy educational requirements, a Bakery/Café with no more than 35 seats may be operated within the Greystone Cellars building.

23. A restaurant may be operated within the Flavor Discovery Center (FDC) as an accessory use to the school with seating limited to a total of 58 seats, including both indoor and outdoor dining. Any outdoor dining shall be consistent with the Zoning Regulations in effect at the time of operation.

24. A 3,100 sf campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. – 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Bottled wine sales may be permitted. The store may be advertised in educational, food service, trade and Napa county newspapers of record. Site signage shall comply with the St. Helena sign ordinance. Wine tasting may occur within the store as an accessory and subordinate activity relating to the sale of wine but shall occur only during the hours the retail store is open."

25. Valet parking shall be provided for all special and community events if they are held during hours that the restaurant is open and/or when designated on-site parking is not adequate. No parking shall be permitted along Highway 29/Main Street or Deer Park Road.

26. The CIA may offer tours and limited educational experiences to the General Public so long as such activities are incidental and secondary to the primary degree and/or Certificate educational programs offered at Greystone.

27. The Applicant shall provide a Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved Transportation Plan shall be provided and kept in the hard copy and digital project file.

28. Modular Units and the underground cave shall be used for storage of products and wares used for the purposes of culinary education.

29. Prior to issuance of building permit, the applicant shall execute a Joint Water Use Agreement with the Vineyard Lodge Housing Site. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year.

30. Any significant change(s) to the operation of the approved use, including a change in hours of operation, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Conditions

31. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

32. 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.

33. 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, seismic risk, cave wall and ceiling stability, etc. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

34. Remodels or new construction which requires 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.

35. The applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges. The annual stormwater illicit discharge inspections are performed and invoiced by Napa County Department of Environmental Management.

36. Trash areas, dumpsters and recycling containers shall be enclosed and roofed per State and County standards to prevent water run-on to the trash area and water runoff from the area, to contain litter and trash so that it is not dispersed by the wind or run-off during waste removal. In the event that wine or food is disposed in these areas, they shall drain to the sanitary sewer system. An area drain connected to the sanitary sewer shall be installed in the enclosure area and a structural control such as an oil/water separator or sand filter shall be included. No other area shall drain

into the trash enclosure. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer.

37. The applicant shall incorporate water conservation practices into the proposed project per the Water Neutrality Calculations prepared by Summit Engineering, dated October 15, 2016. 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.

38. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.

39. Grading plans shall identify off-haul routes and soil disposal sites, subject to review and approval by Public Works. All grading and spoils generated by construction of the project facilities, including cave spoils, shall be removed and/or permanently placed prior to final occupancy.

40. 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.

41. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the requirements of the City of St. Helena's Water Standards.

42. 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.

43. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

44. 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

45. A building permit is required for all onsite demolition, construction and/or change of occupancy.

46. 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.

47. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

48. The applicant shall provide a construction waste management plan with the building permit application.

49. 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.

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

51. 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

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

4. 830 Pratt Avenue Findings and Conditions of Approval

A. DEMOLITION. Pursuant to Municipal Code Section 17.164.050(E), the Planning Commission finds that the Vineyard Lodge 1 (c.1960) is not eligible for listing on the California Register of Historic Resources (CRHR) and because the building is not particularly cohesive with the surrounding agricultural and residential character makes the following findings for the approval of a Demolition Permit:

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.

   The applicant is requesting a permit to demolish the former Marlinda Convalescent Home and what is today known as "Vineyard Lodge 1". The building was constructed c.1960. Following review of available records, consultants, Architectural Resources Group, determined that the subject building proposed for demolition does not meet the Criteria for listing on the California Register of Historic Resources (CRHR) given that it does not exhibit architectural significance, is not associated with any significant themes or persons and is not expected to yield any information important to expand our understanding of history or prehistory. Staff concurs with this determination.

2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

   As a 1960s era convalescent home located in an otherwise agriculture and residential area, the building was not found to be particularly cohesive with the existing environment. Given this, it's demolition is not expected to adversely impact the essential character of the neighborhood. Accordingly, Staff finds that the demolition of the proposed building will not negatively impact a historic resource or existing visual environment.

B. DESIGN REVIEW. The Planning Commission determines the project's natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of new trees will be compatible with the surrounding character along Pratt Avenue and limit visual impacts such that it would be in compliance with the following Design Review criteria enumerated in Municipal Code Section 17.164.030, and as follows:

1. Consistency and compatibility with applicable elements of the general plan;

   As stated above, the subject project is consistent with General Plan policies 4.3.4, 2.6.2, 2.6.4, 2.6.5 and HE 1.5, 2.1, 2.2, and 2.6 in that the project would consist of infill on an already developed site, would occur in a logical and orderly manner proximate to urban services, and would be of a size and design that is consistent with existing site development. Further, the site would not encroach into or otherwise hinder agricultural activities in the vicinity of the subject site. As a previously developed site within approximately one mile of the Greystone Campus, the project location at 830 Pratt is well suited to accommodate student housing at a higher density and provide a creative solution to the need for affordable student housing. As such, the project is determined to exhibit overall consistency with the intent of the General Plan and Housing Element.

2. Compatibility of design with the immediate environment of the site;

   The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Adjacent development includes the Beringer Winery warehouse building and wastewater treatment facilities. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west) building and facilities.

   The subject site is currently developed with two dormitory buildings ranging from one to two stories in height. The one-story building will be demolished and the two story building is to be retained. The expansion of the Vineyard Lodge House is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings or otherwise make the site incompatible with the surroundings. The new construction would be clustered on the site and exhibit defined boundaries and

generous vegetative screening. As such, compatibility of the site with its surroundings is found to be maintained.

3. Relationship of the design to the site;

   As stated above, the site configuration will include a series of four buildings (3 new) clustered around a central courtyard and traversed by a one-way access road. Those buildings with frontage on Pratt Avenue will feature a stepped design and a minimum setback of 20 feet from Pratt Avenue so as to limit visual prominence and provide continuity with other properties proximate to the site, which are developed with similar setbacks. Therefore, given the site constraints, the relationship of the design to the site appears to strike an appropriate balance between function and aesthetics.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   The segments of Pratt Avenue proximate to the subject site do not exhibit a unified or historical character. The surrounding area features residential uses, industrial/agricultural production uses, and vineyards. The proposed design is generally consistent with Vineyard Lodge II and the existing character of the site and would not depart significantly from that existing character. The project is therefore not expected to impact an area having a unified or historical character.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   The subject buildings with frontage on Pratt Avenue will be stepped in height such that the buildings along Pratt will be two stories in front (with max height of 29'2") with taller (3-story) portions confined to the rear of the site (max height of 40'2"). Similarly, the buildings will feature a minimum 20' setback from the Pratt Avenue Property line (50' from Pratt Centerline) in an effort to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby. Further, this site serves as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue.

6. Compatibility with future construction both on and off the site;

   The project design is contemporary in style, but with traditional detailing. The buildings feature a neutral color palette. The proposed design would not introduce an element that was so unique or exceptional as to make it incompatible with future development on and/or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed buildings will be contemporary in style, but feature some craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated foundation. Exterior walls would be clad in a combination of painted clapboard siding and stained red cedar siding and

punctuated with clad windows. The buildings would feature articulated roof-lines with asphalt shingles. The proposed color palette includes neutral hues like brown, natural wood, and moss green. The proposed color and materials reflect traditional materials and colors that would help the buildings to more readily blend in with their surroundings. The architectural design, material, and colors are responsive to the needs of the site and appropriate to the function of the project and generally compatible with adjacent buildings and uses.

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;

   The proposed site configuration would feature three buildings clustered around a central courtyard. The site would be traversed by a one-way access road with parking clustered around the outer portions of the site, screened with significant amounts of vegetation. As such, the site configuration is expected to provide for a desirable environment that is both functional and aesthetically pleasing to residents 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;

   The project proposes a generous level of landscaping and will retain a number of trees at the property frontage to promote screening. The level of landscaping will soften the look of the new buildings and appears to be appropriate for the use and to promote continuity with surrounding properties.

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;

    The project will include interior students commons and dining area as well as an outdoor courtyard and amenity area. In addition, the project will provide alternative forms of transportation to serve the student population and facilitate ease of travel between the subject site and Greystone Campus as well as other destinations. Given the on-site amenities and provision of alternative transportation, the project is expected to provide sufficient ancillary functions to support the functionality of the student dormitory use and which are of a design that is consistent with the overall aesthetic.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    Primary automotive access will from Pratt Avenue and Vineyard Road, both of which were found to provide adequate circulation and access to the project site and have been conditioned to be improved to address project specific impacts. Onsite circulation and access is provided via one-way access road off of Vineyard Road and exiting at Pratt Avenue. This access road is expected to provide convenient vehicular site access. In addition, the project will be subject to Mitigation Measure Trans-2, which amongst other things, requires that the applicant introduce a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street)

and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 thereby promoting more safe and convenient connectivity for bicyclists. Accordingly, the project is expected to promote safe and convenient access for all types of transportation.

12. Whether natural features are appropriately preserved and integrated with the project;

    As a previously developed site, the Vineyard Lodge Housing site does not contain any significant natural features with the exception of some Coast Live Oak Trees. To accommodate the proposed buildings, the project will remove two (2) Coast Live Oaks, which pursuant to Mitigation Measure BIO-1, shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every one tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. As such, the project will integrate natural features to the extent possible and where that is not possible, will mitigate accordingly.

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;

    Please refer to response No. 7.

14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

    Please refer to response No. 4

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;

    The proposed landscape plan will feature a variety of trees, shrubs, and sod. The majority of existing Camphor trees at property frontage will be maintained. The landscape plan will feature 21 plant types which will be distributed throughout the site and promote continuity and unity throughout the site as well as soften the look of paved parking areas around the periphery of the site and provide shade.

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;

    With the exception of the sod, all proposed plant materials are considered "low" water use plantings and are expected to be adaptable to the St. Helena climate. Further, all plantings on site are required to comply with the City of St Helena Municipal Water Efficient Landscape Ordinance, which regulates landscaping water use.

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

    As detailed herein, the project will use efficient fixtures and comply with Title 24 building standards. In addition, most landscaping will be comprised of low water use planting and will comply with the City of St Helena Municipal Water Efficient Landscape Ordinance. Further, the project will limit parking so as to avoid inducing vehicular travel demands and Green House Gas production by promoting use of alternative transportation and ride sharing. As such, the project will promote sustainable practices and climate protection.

C. SETBACK VARIANCE. Pursuant to Municipal Code Section 17.172.050, the Planning Commission makes the following variance findings to support the motion to approve a setback variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

The currently configured parcel was created in 1971 subject to dedication of a 20 foot strip of land along the northwesterly side of Pratt Avenue, creating a 60 foot right of way. As demonstrated in the applicant's setback variance request, neighboring properties were either (1) not required to dedicate land, or (2) were required to dedicate only a 10 foot strip of land. In addition, the property has a unique triangle shape with its widest and most developable portion immediately adjoining the property line subject to the special Pratt Avenue setback requirement. Literal enforcement of the 36 foot setback requirement from the property line—which encroaches 10-20 feet more into the property than does the property line at neighboring properties—would create a hardship peculiar to the property.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

Granting a variance would not constitute a special privilege for the property relative to neighboring properties. Six neighboring homes on the northwesterly side of Pratt Avenue are situated within the special 36 foot setback, none of which were required to dedicate a 20 foot strip of land like that of the subject property. The proposed development plan will exhibit a greater setback than what currently exists for the Vineyard Lodge 1 building (proposed for demolition). In light of the above, it is found that granting a setback variance is necessary for the preservation and enjoyment of the applicant's substantial property rights that

are possessed by nearby properties that are developed in similar proximity to the northwestern boundary of Pratt Avenue.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest, as the new developed portion of the property will be located further from Pratt Avenue than the existing Vineyard Lodge I, proposed for demolition. In addition, large mature trees along a substantial portion of the site frontage and along its other borders will screen the views of the new dormitory development. Recognizing the unique nature of the property and granting a Variance does not impair the purpose and intent of the Code's Variance chapter.

The chapter's stated purpose is, in part, to allow for deviation from a strict application of the Code in the event that a property exhibits an unusual shape or other exceptional characteristic, and as a result would be subjected to practical difficulties or undue hardship in their development. Authorization of the Variance is consistent with St. Helena's longstanding efforts to manage growth by encouraging further development of already developed parcels, rather than removal of vineyards within City limits, and would not adversely affect the General Plan. The project's 123-bed expansion to serve a projected enrollment expansion of 100 students will allow students who currently compete for housing with members of the St. Helena workforce to move into student dormitories; freeing up that housing would benefit St. Helena families and employees.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

The property has a unique shape and was required to dedicate a larger strip of land relative to other nearby properties subject to the 36 foot special setback. Accordingly, the property's condition is not so general or recurrent in nature to make formulation of a general regulation addressing the issue reasonably practicable.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's

borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

D. PARKING VARIANCE. Pursuant to Municipal Code Section 17.172.050, the Planning Commission makes the following variance findings to support the motion to approve a parking variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

Imposition of the Code's parking requirement for a "rooming, boarding, or lodging house" or "hotel" in the student dormitory context would create a hardship peculiar to the property. Rooming, boarding, or lodging houses traditionally serve individuals unaffiliated with a college or university, who in a community such as St. Helena likely would require use of an automobile for daily activities. Similarly, hotels in St. Helena traditionally serve visitors exploring the region's amenities by private automobile. Requiring one parking space for each guestroom in those contexts is justifiable given the expected patterns of vehicle use, and the potential that failure to provide ample parking spaces could negatively affect neighboring properties. The Culinary Institute of America's students, on the other hand, are offered shuttle service for their daily trips to and from the Greystone Campus, do not require a car for the vast majority of their daily school-related activities, and are offered on-demand car rental for personal trips as well as access to free bicycles on site. Imposition of a one space per dormitory room requirement would create a hardship by dramatically changing the project as proposed and would require elimination of an open quad gathering area and potential reduction in number of student beds in favor of a hardscape parking lot.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

The Variance would not constitute a special privilege for the property relative to neighboring properties, none of which are developed with student dormitories that require limited on-site parking. Given the unique and limited travel patterns of student residents of the dormitory, with the Variance both the property and

neighboring properties will be subject to minimum parking requirements tailored to actual expected travel patterns and parking space demand, and neither the property nor neighboring properties will be required to provide unnecessary parking spaces reducing enjoyment of substantial property rights.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest. The Culinary Institute of America will provide shuttle and on-demand car rental service, will impose a highly restrictive permit system both at the property and the Greystone Campus discouraging students without assigned parking from bringing cars to St. Helena, will provide free bicycles for use by students, and is amenable to restrictions on parking in the surrounding area to benefit nearby residents by discouraging student parking off the property. The Variance serves the public interest by effectively removing vehicles from City streets, particularly St. Helena Highway, encouraging environmentally-friendly and efficient transportation to and from the Greystone Campus. The parking Variance does not impair the purpose and intent of the Code's Variance chapter. The chapter's stated purpose is, in part, to allow variation from strict application of the Code where extraordinary situations or conditions mean that literal enforcement would involve practical difficulties or would cause undue hardship. Here, requiring unnecessary parking spaces would work against the public interest and cause undue hardship to the property and the school. Authorization of the Variance is consistent with City and regional policies encouraging use of alternate modes of travel, both to reduce harm to the environment and to take traffic off local roads, and would not adversely affect the General Plan. These policies and goals are consistent with the project's shuttle service and free bicycle program that reduce the need for parking and provides further support for the parking Variance.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

Formulation of a general regulation is not reasonably practicable given the lack of other student dormitories in the City, the targeted transportation options provided to the Culinary Institute of America's students, and consistency with parking reduction practices at other California campuses as discussed in the Crane Transportation Memo that justify the Variance.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

E. Pursuant to Municipal Code Section 17.124.030 (H), the Planning Commission further finds that the Vineyard Lodge Housing Site constitutes an "unlisted use" and determines that based on the particularities of the proposed project, including the dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, the provision of 69 designated parking spaces is sufficient to serve the project site.

F. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission finds that The Vineyard Lodge dormitories are appurtenant to the CIA at Greystone and provide affordable and convenient lodging for students enrolled in a culinary program. As conditioned, it is expected that the project would operate in an acceptable manner and therefore, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   The site operation is expected to be substantially similar to that currently existing. There is no expectation that the expansion of the student housing would generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

   At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise

generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environment present on-site and in the vicinity. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

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

   As detailed in the Noise Impact Study (Appendix L of the IS/MND), the project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The Project will not result in substantial adverse impacts associated with any public facilities or services. The project site is located adjacent to the urban limit line and is well served by existing public utilities and services. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. The project site is also located proximate to the police and fire stations. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, the project will not place excessive demands on any public services.

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

   The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore, ingress and egress is considered adequate.

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

The proposed student housing is appurtenant to the Culinary Institute of America Greystone Campus. The housing would not displace local serving uses nor impair the City's viability of maintaining a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and would be conditioned accordingly. Given that the proposed use serves an infill and expansion of an existing use there is no expectation that the proposed project would introduce an element that would conflict with the intent of the PQP zoning designation.

8. That the proposed use would not be in conflict with the City's General Plan.
   As detailed, herein the project would comply with applicable General Plan policies.

9. That the proposed use would not be injurious to public health, safety, or welfare.
   The proposed project consists of infill student housing that would operate in a manner substantially similar to the existing Vineyard Lodge Housing. As such, the project would not be injurious to health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    Use permits are considered on a case by case basis and based on the specific merits of a given project. Accordingly, the granting of this use permit would not influence future decisions or otherwise set a precedent.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    The applicant proposes to provide a level of parking commensurate with the demand exhibited by the current residents of Vineyard Lodge Housing Site. At present, 31 percent of residents hold parking permits. It is reasonably expected that this level of demand would continue with implementation of the proposed

project which would translate to 69 designated spaces for the total proposed resident population of 224 students. .

There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue or not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. As such, the project is expected to be able to accommodate long term parking needs for residents of the site.

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

    As detailed in the Traffic Impact Report (Appendix Q of the IS/MND), the project's trip generation is minimal (approximately 4 trips during am and pm peak hours) and therefore the capacity of streets is presumed to be adequate.

G. The Planning Commission approves the demolition permit, design review, variances, and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.
2. 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.
3. 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.

4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval and the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
8. 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.
9. 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.
10. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on February 21, 2017, except as modified herein.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way. The trash enclosure(s) will be constructed of opaque materials and be of sufficient size to permit the storage, removal and replacement of standard commercial size trash bins. No collection, storage or stacking of garbage, trash and refuse is permitted outside the trash enclosure.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to

ensure efficient watering and to maintain good health and vitality of landscape materials.

15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Zoning Code shall be obtained prior to installation of signage.
16. 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.
17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the Vineyard Lodge Housing Site except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in Resolution No. 2004-33 or 2008-75 and these conditions of approval, these conditions shall supersede the previous permit and associated conditions.
19. Rental and/or occupancy of Vineyard Lodge dormitories shall be limited only to students who are actively enrolled at the Culinary Institute of America at Greystone in an Associate, Bachelor's, Master's and/or other Certificate Degree Programs with the exception that an on-site manager(s) shall reside on site consistent with State Housing Law, Title 25. The student's length of stay shall be commensurate with the respective degree program.
20. The Applicant shall provide a detailed Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved shall be provided and kept in the hard copy and digital project file and made available to the public as requested.
21. Parking Permits issued to students who are actively enrolled at the Culinary Institute of America at Greystone for the Vineyard Lodge Housing Site shall not exceed 69 permits at any one time.

22. No off-street parking is allowed on the Southside of Pratt Avenue, east of the Railroad Tracks.
23. The applicant shall obtain all required approvals in writing for communal kitchen facilities from the Napa County Department of Environmental Management. A copy of the approval shall be provided to the City and added to the project file.
24. Prior to issuance of building permit, the applicant shall enter into a Joint Water Use Agreement with the City and applicable to 830 Pratt Avenue and 2555 Main Street. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year. Said agreement is subject to the approval of the St Helena City Council.
25. Any significant change(s) to the operation of the approved use, including a substantial change in the operational characteristics of the site, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Department Conditions

26. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

27. For any improvements outside the existing building envelope, a grading and drainage plan showing topographic data, all easements, infrastructure onsite and directly adjoining, and an erosion control plan shall be submitted for review and approval by the City Engineer prior to the issuance of a building permit. If the project entails more than 50 cubic yards of soil disturbance, 10,000 square feet of disturbance area, a cut or fill of 3 feet or more, or alteration of any drainage pattern, a grading permit shall be required.

28. 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.

29. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum

30. The applicant shall adhere to the latest Water Agreement with the City and shall incorporate water conservation practices into the proposed project per the Water Availability Analysis prepared by Summit Engineering, dated September 2, 2016. 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.

31. 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).

32. A Post Construction Stormwater Operations and Maintenance Plan that provides a color-coded plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the Post Construction Stormwater Best Management Practices.

33. Prior to Certificate of Occupancy, the Applicant shall enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City.

34. 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).

35. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

36. 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.

37. 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 building permit. The plan shall be coordinated with any civil grading/drainage/improvement plans.

38. 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.

39. The developer shall underground all on-site utility lines per St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of applicant.

40. Due to the economic and engineering infeasibility of undergrounding regional serving overhead power lines, such existing lines may remain on overhead power poles.

41. Provide details of any and all proposed fencing, gates and/or walls on all plans submitted for building permit review.

42. 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.

43. Remodels or new construction which requires 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.

44. No construction shall commence until adequate access to fire water supply is available to building sites, and the Fire Chief shall ensure adequate access to fire water supply prior to issuance of building permits.

45. In order to confirm the theoretical assumptions in the provided sewer capacity study, the applicant is required to perform 7-day flow monitoring at the downstream sanitary sewer manholes (No. 6-5 and No. 6-18) to verify that the existing sewer pipe has adequate capacity to accommodate the proposed additional flows prior to building permit approval. Peak sewer flows will not be allowed to exceed 2/3 full pipe. If insufficient capacity is available at the site and

with the current infrastructure, a new sanitary sewer must be constructed with adequate capacity by the owner as a condition of the site development.

46. Construct frontage improvements in accordance with the *Frontage Improvement Plan* prepared by Summit Engineering, dated December 7, 2016. Said improvements shall include a full with grind and overlay of 0.10 feet and a cross section consisting of a minimum of 8' parallel parking, 5' bike lane, and 12' lanes (east and west).

47. 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.

48. 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.

49. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

50. 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

51. A building permit is required for all onsite demolition, construction and/or change of occupancy.

52. 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.

53. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

54. The applicant shall provide a construction waste management plan with the building permit application.

55. 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.

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

57. 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

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

I HEREBY CERTIFY that the foregoing demolition permit, design review, and use permit for 2555 Main Street, and the foregoing demolition permit, design review, variances, and use permit for 830 Pratt Avenue were duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on February 21, 2017 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

Grace Kistner
Chair, Planning Commission

ATTEST:

Noah Housh
Planning Director

Attachment 2

1993 033516

OFFICIAL RECORDS OF
NAPA COUNTY
H. KATHLEEN BONDS

AT REQUEST OF: CITY OF ST HELENA
10/15/1993 08:42 am
Fee: $ .00 Pgs: 2
TT : $ .00

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

EXEMPT FROM RECORDING FEES -
GOVERNMENT CODE SECTION 6103

CITY OF ST. HELENA, CALIFORNIA

Resolution No. 93-104

APPROVING A GENERAL PLAN AMENDMENT
FOR CULINARY INSTITUTE OF AMERICA

RECITALS

1. The Culinary Institute of America submitted an application for a General Plan Amendment, Rezonings and Use Permit on the property located on Main St. southwest of Deer Park Road, APN 9-131-03, on May 11, 1992.

2. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on May 18, 1993; June 1, 1993; June 10, 1993; and June 29, 1993, on the Final EIR on the subject application and recommended certification of the Final EIR at the June 29, 1993, hearing.

3. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on May 18, 1993; June 1, 1993; June 10, 1993; June 29, 1993; July 6, 1993; and July 20, 1993, on the subject application and recommended approval of a General Plan Amendment, Rezoning to PD and HP combining districts and a Use Permit at the the July 20, 1993, hearing.

4. The City Council of the City of St. Helena, State of California, held a noticed public hearing on August 10, and 24, 1993 and on September 14, 1993, on the Final EIR and subject application.

RESOLUTION

Section 1.

The City Council finds that:

A. The project reflects changes in economic conditions such that the project site's size and topography and the characteristics of the main building and various outbuildings are not consistent with current winemaking practices and operations.

END OF DOCUMENT

B. The naturally occurring physical constraints of the project's National Register historic Greystone Building and various outbuildings make the agricultural use of the project no longer feasible.

Section 2.

The City Council hereby approves a General Plan amendment for APN 9-131-03 from Agriculture to Public and Quasi-Public (PQP) subject to the adoption of the PQP designation in the new General Plan.

Approved by action of the City Council at a Regular Meeting held on September 14, 1993, by the following vote:

AYES: Mayor Hayne, Councilmembers Hardy, Gard, Heitz, Brown

NOES: None

ABSENT: None

CITY OF ST. HELENA Incorporated March 24, 1876 Re-Incorporated May 14, 1899 STATE OF CALIFORNIA

Approved:

William A. Hayne
Mayor of St. Helena

Attest:

Gene Armstead
City Administrator/City Clerk

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

EXEMPT FROM RECORDING FEES -
GOVERNMENT CODE SECTION 6103

1993 033517
OFFICIAL RECORDS OF
NAPA COUNTY
H. KATHLEEN BONDS
AT REQUEST OF: CITY OF ST HELENA
10/15/1993 08:42 am
Fee: $ .00 Pgs: 12
TT : $ .00

RESOLUTION NO. 93-105

APPROVING A USE PERMIT OF THE CITY OF ST. HELENA,
STATE OF CALIFORNIA, GRANTED TO THE
CULINARY INSTITUTE OF AMERICA

PROPERTY OWNER: Culinary Institute of America APN: 9-131-03

WHEREAS, the Culinary Institute of America submitted an application for a Use Permit consisting of the re-use and renovation of the 117,000 square foot Greystone Cellars for a 200 student educational facility with educational, administrative, maintenance, receiving-storage, 125 seat restaurant and campus retail uses and the construction of two dormitories for 72 students, landscaping and parking on a 13 acre site located on Hwy. 29 southwest of Deer Park Road ; and

WHEREAS, the Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on June 1, June 10, June 15, June 29, 1993, July 6, 1993, and July 20, 1993.

WHEREAS, the City Council of the City of St. Helena , State of California, held a noticed public hearing on August 10, August 24, and September 14, 1993.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Helena as follows:

Section 1. The City Council has certified a Final Environmental Impact Report for the project.

Section 2. The City Council makes the following findings:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

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

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

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

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

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

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

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

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

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

Section 3. The Use Permit for the above described use is granted subject to compliance with all mitigation measures identified in Resolution No. 93-102 and the mitigation monitoring program identified in Resolution No. 93-103 as well as the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies so listed.

USE PERMIT CONDITIONS

Planning Department Standard Conditions:

1. The Use Permit must be used within one (1) year of approval of the General Plan Amendment and Rezonings by the City Council or it shall expire. This permit is valid for this use only. A new permit must be applied for upon any change in use. The permit will expire if the use is discontinued pursuant to then existing ordinances and regulations.

2. The Use Permit shall not become effective until ten (10) days after approval or as conditioned by the City, providing that the action is not appealed by the City Council or any other interested party within that 10 day period. The time within which judicial review of the final decision on the project must be sought is governed by the Code of Civil Procedure, 1094.6.

3. Any request for an extension of the Use Permit must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

4. All required fees shall be paid prior to issuance of building permit. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval.

5. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

6. Provided they are in general compliance with the Use Permit, minor modification may be approved by the Planning Director.

Planning Department Special Conditions:

7. This Use Permit is valid for the facility as described herein as operated by the Culinary Institute of America. Should the applicant abandon or otherwise cease use of the site as an educational facility as granted by this permit, neither the applicant, a lessee nor a new owner may use this property for commercial/non-educational purposes without first obtaining permit approval from the City of St. Helena.

8. Construction activities and business operation shall be in compliance with all mitigation measures adopted in the certified Final EIR dated September, 1993.

9. The property shall be rezoned to a Public Quasi Public land use designation to establish conformity with the 1993 General Plan.

9a. This Use Permit shall not be valid until the City Council certifies the Final Environmental Impact Report and approves the General Plan Amendment and Rezonings to PD and HP.

10. Project Description. The project is limited to the following uses. Additional uses are subject to Use Permit Amendment.

A. The facility is to be used as an advanced cooking school. The student population shall not exceed 104 students; interim limits on student population are based on conditions regulating housing of students on site. (see Condition 12.F.) Students shall be limited to practicing professionals in the food and beverage industry. The school shall verify professional status of the students prior to enrollment.

B. Only instructors and students enrolled at the campus shall be allowed to use school accommodations. The length of stay shall not exceed the number of days of instruction.

The maximum stay for students at the campus shall be thirty (30) days; however, students may on occasion stay over 30 days in which case they shall be considered transient occupants for purposes of the transient occupancy tax. Weekends shall be included within the length of stay when the weekends occur within the time period of the class schedule.

The average length of instruction in any quarter shall be two weeks/student (i.e. 10 days/student). The average length of instruction is the summation of the number of students at each length of stay times that length of stay; the full value being divided by the total number of students. Records of length of instruction shall be reviewed by the City one year from the effective date of this permit.

C. A public restaurant may be operated as an accessory use to the school within the main winery building; restaurant seating shall be limited to a total of 125 seats, including both indoor and outdoor dining. The restaurant may be open six days per week, with one seating for lunch and one seating for dinner. Seating in the restaurant shall be limited to 11:30 a.m.-9:00 p.m. No banquet facilities or lounge area shall be provided.
Outdoor dining shall be limited to a new terrace to be located at the second story level on the north side of the main winery building. Outdoor dining shall be consistent with the Zoning Regulations in effect at the time of operation.

D. A 3,100 s.f. campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 11:00 a.m. - 6:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationary. Only food items prepared by students are permitted to be sold at the campus store. No other food items may be sold. Bottled wine sales may be permitted. No other retail spaces shall be created.

The intent of the store is to provide services to the instructors and students and not to provide merchandise for the general public nor cater to visitors to the campus. There shall be no exterior signage identifying the campus store. The school shall not advertise the store in its literature or other publications. No winetasting facility is authorized by this permit approval. The campus store shall not be subleased to another entity but may be managed by another entity. No retail or other space shall be sublet to operators other than C.I.A. One year from the effective date of this use permit the City Council shall review the store operation to determine consistency with store hours, items sold and management.

E. The second and third floor south wing rooms may continue to be used by Napa County non-profit organizations for charity events, by the applicant for up to two community events per year, or by private parties for non-paying guests based upon availability and school needs. These events shall be regulated by any special events regulations in effect.

Valet parking shall be provided for all special and community events if they are held during hours that the restaurant is open and/or when designated on-site parking is not adequate. No parking shall be permitted along Highway 29/Main Street or Deer Park Road.

F. The gatehouse and still house shall remain vacant. Future use shall be approved by Use Permit Amendment.

G. Tours of the C.I.A. facility shall be limited to no more than eight (8) per month with a maximum of forty (40) persons per tour with no fees charged to the tour groups. C.I.A. shall not enter into any contractual agreements with tour agencies for visits to the facility including use of the restaurant. Promotional materials for the school shall not mention tours or retail sales. Signs shall indicate that no tours are allowed. This condition is not to discourage

carpooling or use of vans/buses by patrons of the restaurant.

11. Approval is given for the demolition of the following buildings which are not on the National Register: the existing storage/utility building; the exterior public restroom north of the main building; the boiler room west of the main building; and the small security building in front of the main building.

12. Construction shall be substantially in compliance with plans marked Exhibits A through H and dated June 29, 1993.

A. Phasing and floor areas shall be as shown on Proposed Project Phasing, Table 1, dated 6/29/93.

Floor area which is vacant or undesignated shall not be used without a Use Permit Amendment.

B. No facade modifications/exterior changes beyond those shown on Exhibits A through H nor interior changes affecting historical features shall be made to the main winery building, the gatehouse, the stone entrance arch and the still house without further Design Review approval based on the Secretary's Standards.

Applicant shall submit an inventory of existing counter-balanced wood doors indicating which doors are proposed for removal and the justification for removal. Planning Director shall approve removal of doors prior to issuance of building permits.

C. All structural plans shall be reviewed and approved by an independent preservation architect and approved by the Planning Director using the Secretary's Standards for Rehabilitation.

D. The design of the central atrium shall be subject to Final Design Review by the Planning Director and independent preservation architect prior to the issuance of building permits and shall be consistent with Exhibit I dated 8/24/93. The design shall be consistent with the Secretary of Interior Standards as specified in Mitigation Measure 42a of the Certified EIR.

E. The design of the outdoor terrace and restaurant entrance shall be subject to Final Design Review by the Planning Director and independent preservation architect prior to the issuance of building permits and shall be consistent with Exhibit J dated 8/24/93. No outdoor kitchens, except a grill, shall be permitted. The balusters proposed for the outdoor terrace and other design elements shall conform to the Secretary's

Standards for Rehabilitation as required by the certified EIR.

F. In order to maximize the number of students residing on campus, all school accommodations shall be occupied first; residents of Napa County are exempt from this provision. Two dormitory buildings are authorized in conjunction with phases 1 and 2 of the project by this use permit. The total authorized school enrollment shall be the maximum capacity of the onsite accommodations plus the authorized offsite housing. Offsite housing shall be consistent with City regulations pertaining to transient housing.

Maximum enrollment allowed by this permit shall not exceed 104 students. Up to 68 students may be housed off-campus after the first dormitory is completed for no more than thirty-six (36) months. If no more than one dormitory building is constructed by the end of the 36th month, the maximum student enrollment shall immediately be reduced to 68 unless a use permit amendment is approved by the City. No students shall be enrolled until the first dormitory is completed and issued a certificate of occupancy. City shall evaluate ratio of off-site to on-site students no less than semi-annually based on housing information supplied to the City by the applicant including:

(1) data on off-site housing location including the total number of students that occupy off-site housing in St. Helena as well as the total number of students that find off-site housing outside of St. Helena. Data on students who occupy off-site housing in and outside St. Helena shall include addresses of places of stay (to determine if some of the students are staying in illegal units).

(2) number of students housed on-site and off-site including number of students that occupy off-site housing in St. Helena who also brought members of their family and/or other guests.

(3) class time duration of stay including average length of stay by all students.

(4) use of van service versus private transportation including number of students that either provided their own transportation or utilized CIA van service.

(5) number of Napa County residents enrolled

Final plans showing the design and phased construction of the first two dormitories shall be approved by the Planning Director prior to issuance of building permits

and shall conform to Exhibits K and L dated 8/24/93. The design of a third dormitory building shall be subject to a Use Permit Amendment. The maximum percent of school enrollment housed off-campus shall be reevaluated at the time of Use Permit Amendment for the third dormitory.

The total number of campus housing units after approval of a third dormitory shall be contained in no more than 3 new buildings which shall be constructed on existing building pads or in previously disturbed areas where no significant tree removal or grading is required. Housing may also be located in existing buildings subject to a Use Permit Amendment.

Height of buildings shall not exceed 36'. No buildings shall be located on the slope behind the Greystone Building with a height that exceeds the roofline of the Greystone building.

13. Water Use.

A. Domestic water will be supplied by the City. Water use shall be limited to an average of 12,500 gpd. No City water shall be used for irrigation. Off-site well water shall be used for landscaping; reclaimed wastewater shall be used for agricultural irrigation.

B. A phased retrofit program to install low flow toilets and shower fixtures in a minimum of 135 existing residential units shall be submitted and approved by the City Engineer prior to issuance of building permits. The City Council may require additional homes be retrofit or water-rationing be implemented if water use at Greystone Cellars exceeds an average of 12,500 gpd. Retrofit of existing residential units shall include, but not be limited to, replacement of toilets with low-water use fixtures and installation of water flow-restrictors on sink and shower facilities.

C. Future improvements to the City water line resulting from the project, which may impact the Tunnel of the Elms shall be subject to CEQA environmental analysis and use permit amendment. Other water improvements related to this project may be subject to additional environmental analysis, Use Permit Amendment and Napa County and Regional Water Quality Control board approval.

14. Wastewater treatment shall be processed off-site at Markham Vineyards.

A. Compliance with conditions specified in communication

from Napa County Department of Environmental Management dated June 9, 1993.

B. Future connection to the City sewer line to serve this site which may impact the Tunnel of the Elms shall not be permitted. Other wastewater improvements related to this project may be subject to additional environmental analysis, a Use Permit Amendment, and Napa County and Regional Water Quality Control Board approval.

15. Traffic

A. A left-turn pocket for northbound traffic on Hwy 29 shall be constructed with 75 foot acceleration tapers and 150 foot deceleration tapers, or other design standards as specified by Caltrans.

B. The driveway from Hwy 29 should have a return radius of 30 feet per figure 405.7 of the Highway Design Manual.

C. A bike shoulder shall be constructed along the project frontage of Hwy. 29.

D. Internal circulation shall be provided by one entrance/exit (the use of the historic arch will be discontinued) and a one way internal system.

E. A van service shall operate as necessary to connect CIA students to public transit, airport service, etc. Van service shall also be provided as needed for the students living off-campus to transport them to classes and non-school activities. Promotional materials and course flyers shall encourage the use of the shuttle service and public transportation in lieu of private vehicles.

F. Installation of street improvements as required by the Public Works Director.

16. Parking is required as follows:

USE	STANDARD	SPACES REQUIRED
Restaurant/125 seats	1/5 seats	25
Dormitories/72 rooms	1/room	72
Store/3,100 sq. ft.	1/300 sq. ft.	10
Gate House/2,200 sq.ft.	1/300 sq. ft.	7
Staff/45	1/staff	45
TOTAL		159

The preliminary site plans show a total of 174 spaces for Phase I. Phase II will add 17 parking spaces for a total of 191. The additional parking spaces may be needed for additional dormitory spaces and/or special events.

The final parking and landscaping plan shall delineate areas for access and use by delivery vehicles.

17. Landscaping / Tree removal / Open Space Easement

A. The construction of dormitories one and two will require removal of 20 trees, 11 of which are recommended for removal due to poor condition or crowding even without construction. Thirteen trees will be removed for the Phase 1 dorm and 7 for the Phase 2 dorm. The 20 trees to be removed shall be replaced on the site with 40 new trees of minimum 15 gallon size with a 5 year followup care and protection program.

B. An open space management plan for the open space area to be dedicated by easement shall be prepared and approved by the Planning Director prior to issuance of grading permits. The plan shall specify that the undeveloped portion of this property shall be retained in its natural state with provisions for routine maintenance. Ongoing management shall also be included.

C. A final landscape plan, shall be approved through Design Review prior to issuance of building permits. Landscaping shall be installed prior to occupancy. Said plan shall use native plants to blend into the natural area to the rear of the winery building and shall explore use native plants elsewhere on site. Plans shall also show exterior lighting.

D. Landscape plans shall comply with Ordinance 92-20, Water Efficient Landscape Standards and Procedures, requiring drought tolerant landscaping and low water irrigation systems to be designed and verified by a landscape professional. Design compliance with the regulations, installation and water use shall be verified by a landscape professional. Landscaping shall not block vision from exits.

E. Well water shall be used for all landscaping and reclaimed wastewater shall be used for all agricultural irrigation. A backflow prevention device shall be installed prior to occupancy unless waived by the Public Works Director.

18. No signs or awnings shall be installed without approval of a Sign Permit or Design Review. Signage shall not exceed the current sign area on the site and shall be designed within the context of the historical designation of the property.

19. Noise. All mechanical equipment and school operations shall meet the standards set forth in the City's Noise Element of the General Plan.

20. Additional construction requirements are as follows:

    a. Exterior lighting shall be directed or shielded so as to prevent glare onto any residential property or public roadway.

    b. Installation of approved interior fire sprinkler system and minimum fire flow for fire suppression, unless waived by the Fire Chief.

    c. One hour minimum fire resistant construction on all exterior walls within 10' of property boundary. Fire resistant construction of interior walls shall be determined by type of occupancy.

    d. Fire equipment shall be inspected annually by the Fire Department.

    e. The applicant shall provide for the enclosed storage of trash and separated recyclable materials. The design of the trash storage and recycling area shall be reviewed and approved by the Planning Director. Trash bins shall not be visible from public right of way.

21. SCHOOL IMPACT CONDITION

    The Project Sponsor shall enter into an agreement or memorandum of understanding with the St. Helena School District/Napa Valley College to provide for a scholarship program that would be equivalent to $20,000. The scholarship will be provided to two students, one from Napa Valley College and one for someone who had graduated from the St. Helena school system. The terms of the agreement or memorandum of understanding shall be negotiated between the project sponsor and St. Helena School District/Napa Valley College and modifications may be made subject to agreement by affected parties. Copies of the agreement or memorandum of understanding shall be submitted to the City and included in the project file.

    This condition is imposed based on representations made by the project sponsor as a matter of public record during the project hearings in response to school district impacts

END OF DOCUMENT

identified in the Envronmental Impact Report prepared on the project.

22. Minor amendments to this Use Permit may be approvd by the Planning Director.

23. This use permit shall not be effective until all fees due the City of St. Helena have been paid.

24. Applicant shall comply with all recommendations contained in the Harding Lawson Associates geotechnical report dated December 9, 1992.

Section 4. The City Clerk is hereby directed to record this Use Permit at the office of the County Recorder of the County of Napa.

I HEREBY CERTIFY that the foregoing Use Permit was duly and regularly adopted by the City Council of the City of St. Helena at a regular meeting of said City Council held on the 14th day of September, 1993, by the following roll call vote:

AYES: Mayor Hayne, Councilmembers Gard, Hardy, Heitz, Brown

NOES: None

ABSENT: None

Approved:

William A. Hayne
Mayor of St. Helena

Attest:

Gene Armstead
City Administrator/City Clerk

CITY OF ST. HELENA Incorporated March 24, 1876 STATE OF CALIFORNIA Re-Incorporated May 14, 1909

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

EXEMPT FROM RECORDING FEES -
GOVERNMENT CODE SECTION 6103

1997 002139
OFFICIAL RECORDS OF
NAPA COUNTY
H. KATHLEEN BONDS

AT REQUEST OF: CITY OF ST HELENA
01/30/1997 08:43 am
Fee: $ .00 Pgs: 5
TT : $ .00

USE PERMIT AMENDMENT NO. 96-95

USE PERMIT AMENDMENT OF THE CITY OF ST. HELENA STATE OF CALIFORNIA, GRANTED TO THE CULINARY INSTITUTE OF AMERICA

PROPERTY OWNER: Culinary Institute of America

APN: 09-131-03

Recitals

WHEREAS, Use Permit 93-105 was approved with conditions by the St. Helena City Council on September 14, 1993 to allow establishment of the Culinary Institute of America at the historic Greystone Cellars building located on a 13 acre site on the west side of Hwy 29 south of Deer Park Road; and

WHEREAS, Ferdinand Metz, on behalf of the Culinary Institute of America, submitted an application for a Use Permit Amendment to amend conditions 10C, 10D, 10G, and 12E

WHEREAS, The Planning Commission of the City of St. Helena, State of California, held noticed public hearings on October 15, 1996 and approved amendments to conditions 10C, 10D, 10G, and 12E.

WHEREAS, The City Council of the City of St. Helena, State of California, appealed the action of the Planning Commission and held a noticed public hearing on December 10, 1996 and approved the Use Permit Amendment as follows:

Section 1. The City Council hereby finds that the previously certified Environmental Impact Report remains adequate for the purpose of assessing the impacts associated with the proposed use permit amendments.

Section 2. The City Council makes the following findings:

1. That the proposed use permit amendments would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

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

4. That the proposed use permit amendments would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

5. That the proposed use permit amendments would provide adequate ingress and egress to and from the proposed location.

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

7. That the proposed use permit amendments would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

8. That the proposed use permit amendments would not be in conflict with the City's General Plan.

9. That the proposed use permit amendments would not be injurious to public health, safety, or welfare.

10. That granting the use permit amendments would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated by the applicant and conditions imposed by the city, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

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

Section 3. The Use Permit Amendment for the above described use is granted to amend only conditions 10C, 10D, 10G, and 12E. All other conditions included in Resolution 93-105 shall remain in effect as originally imposed when the Culinary Institute of America was approved to locate as the historic Greystone Cellars Building. This use permit and use permit amendment shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this use permit amendment and shall not be construed to permit violation of other laws and policies not so listed.

Agenda Item #5.2.

USE PERMIT CONDITIONS

1. The Use Permit amendment is valid for one (1) year from the date of approval or it shall expire. This permit is valid for this use only. A new permit must be applied for upon any change in use. The permit will expire if the use is discontinued pursuant to then existing ordinances and regulations.

2. Any request for an extension of the Use Permit must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

3. A building permit shall be obtained prior to commencing any construction associated with this use permit amendments. All required fees shall be paid prior to issuance of building permits. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval.

4. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

5. Provided they are in general compliance with the Use Permit and Use Permit Amendment, minor modification may be approved by the Planning Director.

6. This Use Permit Amendment shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.

7. Construction activities and business operation shall be in compliance with all mitigation measures adopted in the Environmental Impact Report certified prior to approval of the use permit to establish the use.

8. The City Council may require additional homes be retrofit or water-rationing be implemented if water use at Greystone Cellars exceeds an average of 12, 500 gpd. Retrofit of existing residential units shall include, but not be limited to, replacement of toilets with low-water use fixtures and installation of water flow-restrictors on sink and shower facilities.

9. Compliance with all conditions of the Napa County Conservation and Development Department and Napa County Environmental Management Department. The applicant shall provide documentation from these County agencies to the City of St. Helena verifying compliance with Napa County permits prior to establishment of the uses or business operations approved in conjunction with this use permit amendment.

10. This use permit amendment amends conditions 10C, 10D, 10G, and 12E as follows:

10C. A public restaurant may be operated as an accessory use to the school within the main winery building; restaurant seating shall be limited to a total of 125 seats, including both indoor and outdoor dining. the restaurant may be open seven days per week. Seating in the restaurant shall be limited to 11:00 a.m. - 10:00 p.m. No banquet facilities or lounge area shall be provided. Outdoor dining shall be limited to a new terrace to be located at the second story level on the north side of the main winery building. When outdoor seating is open indoor seating will be adjusted to ensure only 125 seats are active. Outdoor dining shall be consistent with the zoning regulations in effect at the time of operation.

10D. A 3,100 s.f. campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. - 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Only food items prepared by students or specialty products such as olive oils, vinegars and spices shall be permitted to be sold at the campus store. No deli food items may be sold. Bottled wine sales may be permitted. No other retail spaces shall be created. The store may be advertised in educational, food service, trade and Napa county newspapers of record. No advertising will be placed in national consumer publications or visitor oriented publications. Site signage will be placed to direct visitors to the store, a maximum of 2 in main lot, one by restaurant and one by the main entry. No signage for the campus store shall be visible from Hwy. 29. No wine tasting facility is authorized by this permit approval. The campus store shall not be subleased to another entity but may be managed by another entity. No retail or other space shall be sublet to operators other than CIA.

10G. The CIA. may offer tours to the general public. The tours shall be limited to no more than six per day between the hours of 10:00 a.m. and 8:00 p.m. The tours will be limited to 50 guests per tour. A minimum charge of $5.00 per person will be collected unless the CIA chooses to donate a tour for a local civic group. The activity will include a presentation on the history and mission of CIA, a short cooking demonstration and a campus tour. Promotional materials for the school shall not mention tours or retail sales. Tours shall not be advertised in any publications nor shall any signs visible from Hwy 29 indicate that tours are offered at the facility. The tours approved by this condition are limited to visitors or students who have arrived at the CIA facility for other purposes; the tours are not intended to add additional impacts to use of the site. The tour schedule will include times convenient to lunch and dinner hours to reduce in and out traffic. These tours shall not ~~shall not~~ create a parking impact which exceeds the available on-site parking spaces provided. Parking attendants

END OF DOCUMENT

shall be provided if required by the Police Chief. CIA shall not enter into any contractual agreements with tour agencies for visits to the facility including use of the restaurant. The tour operation shall be reviewed within six months and again in twelve months from the date of approval of this use permit amendment or when excessive impacts are identified by staff, the Planning Commission or City Council. The purpose of this review is to address identified impacts and revisions to the tour operation may result as part of this review.

12E The design of the outdoor terrace and restaurant entrance shall be subject to final design review by the planning director and independent preservation architect prior to the issuance of building permits and shall be consistent with exhibit j dated 8/24/93. No outdoor kitchens, except a grill and wood fire oven, shall be permitted. The equipment must comply with the clean air act. The balusters proposed for the outdoor terrace and other design elements shall conform to the Secretary's Standards for Rehabilitation as required by the certified EIR.

Section 3. The City Clerk is hereby directed to record this Use Permit Amendment at the office of the County Recorder of the County of Napa.

I HEREBY CERTIFY that the foregoing Use Permit Amendment was duly and regularly approved by the City Council of the City of St. Helena at a regular meeting of said City Council held on December 10, 1996 by the following roll call vote:

AYES: Councilmember Slavens
Councilmember Savidge
Mayor Brown

NOES: Councilmember Heitz

ABSENT: Councilmember Gard

ATTEST:

CITY OF ST. HELENA
Incorporated March 24, 1876
Re-incorporated May 14, 1888
STATE OF CALIFORNIA

Jerry Cormack, Planning Director

Applicant and Property Owner

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

EXEMPT FROM RECORDING FEES -
GOVERNMENT CODE SECTION 6103



AT REQUEST OF:

1998 014602
OFFICIAL RECORDS OF
NAPA COUNTY
JOHN TUTEUR

CITY OF ST. HELENA
05/28/1998 08:17 am
Fee: $ .00 Pgs: 4
TT : $ .00

IVEC

USE PERMIT AMENDMENT NO. 97-162

**USE PERMITAMENDMENT OF THE CITY OF ST. HELENA
STATE OF CALIFORNIA, GRANTED TO THE
CULINARY INSTITUTE OF AMERICA
2555 MAIN STREET**

PROPERTY OWNER: Culinary Institute of America APN: 009-131-003

Recitals

Roger Riccardi, representative of the Culinary Institute of America submitted an application for a Use Permit Amendment to convert approximately 3,000 sq. ft. of floor area on the third floor, south wing of the Greystone Building to offices in the Winery: Planned Development: Historic Preservation zoning district; and

The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on February 3, 1998.

The Planning Commission of the City of St. Helena, State of California, approved the Use Permit Amendment on the following basis:

Section 1. The Planning Commission hereby determines that the Environmental Impact Report adopted with the approval of this project on September 14, 1993 (Resolution 93-102) remains adequate for this project.

(97projects/97-162/UPA

Section 2. The Planning Commission makes the following findings to support the motion to deny the Use Permit::

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

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

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

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

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

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

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

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

10. That granting the use permit amendment would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

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

Section 3. The Use Permit Amendment for the above described use is granted subject to compliance with the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

USE PERMIT CONDITIONS

1. The Use Permit Amendment is valid for one (1) year from the date of approval or it shall expire. This permit is valid for this use only. A new permit must be applied for upon any change in use. The permit will expire if the use is discontinued pursuant to then existing ordinances and regulations.

2. The Use Permit Amendment 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.

3. Any request for an extension of the Use Permit Amendment must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

4. All required fees, including planning fees, shall be paid prior to issuance of building permit. Fees shall be those in effect at the time of the issuance of the building permit.

5. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.

6. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

7. Provided they are in general compliance with the Use Permit, minor modification may be approved by the Planning Director.

8. This Use Permit Amendment 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.

9. This Use Permit Amendment authorizes the conversion of approximately 3,000 square feet of the third floor, south wing of the Greystone building to offices consistent with the floor plan labeled Exhibit A, dated 2/3/98.

Section 4. The City Clerk is hereby directed to record this Use Permit Amendment at the office of the County Recorder of the County of Napa.

(97projects/97-162/UPA

Agenda Item #5.2.

END OF DOCUMENT

I HEREBY CERTIFY that the foregoing Use Permit was duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on February 3, 1998 by the following roll call vote:

AYES: **Commissioners Fanucci, Nielsen, Beatty, Chairman York**

NOES: **None**

ABSENT: **Commissioner Ryan**

CITY OF ST. HELENA Incorporated March 24, 1876 Re-Incorporated May 14, 1999 STATE OF CALIFORNIA

Jerry Cormack, Planning Director

Roger Riccardi, CIA

5/12/98

(97projects/97-162/UPA

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

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

EXEMPT FROM RECORDING FEES -
GOVERNMENT CODE SECTION 6103

USE PERMIT AMENDMENTNO. 2001-60

USE PERMIT AMENDMENT OF THE CITY OF ST. HELENA STATE OF CALIFORNIA, GRANTED TO THE CULINARY INSTITUTE OF AMERICA FOR THE RESTORATION AND USE OF THE STILL HOUSE

PROPERTY OWNER: Culinary Institute of America APN: 009-131-003

Recitals

Mark Erickson, representative of the Culinary Institute of America submitted an application for a Use Permit Amendment to allow the restoration and use of the Still House building located on the campus of the Culinary Institute of America at Greystone, 2555 Main Street, St. Helena, in the W:PD:HP: Winery:Planned Development: Historic Preservaton Overlay zoning district.

The use of the Greystone Building as an educational facility for the Culinary Institute of America was approved by Use Permit in 1993. Condition 10 F of Use Permit 93-105 states that the buildings identified *as the gatehouse and still house shall remain vacant and that future use shall be approved by Use Permit Amendment.*

The still house w as originally used by the Christian Brothers as a distillery for their winery. The site, primarily the Greystone Cellars and stone entry arch are listed on the National Register of Historic Places and the Napa County Historic Resources Inventory. The renovation of the still house was designed and will be overseen by Architectural Resources Group, a well respected architectural and planning firm that specializes in historic preservation projects. The renovation will be done in accordance with the Secretary of the Interior's Standards of Rehabilitation. The project will replace some missing historic features, including the east/west gables and cupola, through the use of historic photographs and the physical evidence presented by the building itself. Deteriorated features will be repaired rather than replaced. Replacement, when necessary, will conform to the original features of the building.

The Culinary Institute of America will relocate their Professional Wine Studies Program from classroom theaters within the Greystone Building where it is currently held. The space that

it vacates within the Greystone Building will be utilized by other instructional programs. No increase in the number of students is anticipated or requested with this project.

The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on October 2, 2001.

The Planning Commission of the City of St. Helena, State of California, approved the Use Permit Amendment on the following basis:

Section 1. The Planning Commission hereby finds that this project is exempt from the CEQA, the California Environmental Quality Act, pursuant to Section 15331 of the Guidelines. Class 31 consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings. These federal standards describe means of preserving, rehabilitation, restoring, and reconstructing historic buildings without adversely affecting their historic significance.

Section 2. The Planning Commission makes the following Use Permit findings Section 27.439 to support the motion to approve the Use Permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

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

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

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

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

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

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

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

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

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

Section 3. The Use Permit for the above-described use is granted subject to compliance with the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

USE PERMIT CONDITIONS

1. The Use Permit Amendment and Design Review shall be vested within one (1) year from the date of approval. A building permit for the use allowed under this Use Permit shall have been obtained within one (1) year from the effective date of the Use Permit or the Use Permit shall expire; provided however that the Use Permit may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 27.412, Extension of Permits and Approvals.

2. This permit is valid for this use only. New permits must be applied for upon any change in use. These permits will expire if the use is discontinued pursuant to then existing ordinances and regulations.

3. The Use Permit Amendment and Design Review shall not become effective until fourteen (14) calendar days after approval, providing that the action is not appealed by the City Council or any other interested party within that 14 day period.

4. Any request for an extension of the Use Permit Amendment and Design Review must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

5. All required fees, including planning fees, development fees, building fees toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit. Fees shall be those in effect at the time of the issuance of the building permit.

6. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.

7. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

8. Provided they are in general compliance with the Use Permit, minor modification may be approved by the Planning Director.

9. This Use Permit Amendment and Design Review shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.

10. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The owner/applicant is responsible for meeting with the Building Official / Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.

11. The use of the property by the Culinary Institute of America was approved in 1993 as authorized by Use Permit 93-105. This Use Permit Amendment complies with Condition 10 F of Use Permit 93-105 which states that the buildings identified *as the gatehouse and still house shall remain vacant and that future use shall be approved by Use Permit Amendment.* No other conditions of approval of Use Permit 93-105 are modified by this permit.

12. Construction shall be in compliance with plans marked Exhibits A-D, dated 10/02/01.

13. Use of the Still House shall be for meeting and lecture rooms for the Professional Wine Studies Programs of the Culinary Institute of America.

14. Landscaping shall be complete prior to occupancy of the building. Landscape plans shall comply with Ordinance 92-20, Water Efficient Landscape Standards and Procedures. Plans shall be designed and verified by a landscape professional and shall include drought tolerant landscaping and low water irrigation systems. Landscaping shall not block vision from exits or at street intersections If the landscape area is 2,500 square feet or greater, a landscape water flow meter shall be installed for verification of the amount of water being used for landscaping.

15. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.

16. The applicant shall provide for the enclosed storage of trash and separated recyclable materials. The design of the trash storage and recycling area shall be reviewed and approved by the Planning Director.

17. Fire equipment shall be inspected annually by the Fire Department.

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18. Installation of a rapid entry Knox Box system, unless waived by the Fire Chief.

19. No signs, awnings, or facade modifications shall be installed or constructed without approval of a Sign Permit or Design Review.

NO - WAS REDESIG PUBLIC / QUASI PUB (REDO A3-1

20. This property is located within an agricultural district. There exists a right-to-farm the adjoining properties. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.

21. To reduce disturbance of residents in the project vicinity, construction activities which generate noise that can be heard at the property line of any parcel of real property within the City limits shall be limited to 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to 7:00 a.m. to 6:00 p.m. Exceptions to these time restrictions may be granted by the Public Works Director for one of the following reasons: (1) inclement weather affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance of such work. No construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.

Section 4. The City Clerk is hereby directed to record this Use Permit at the office of the County Recorder of the County of Napa.

I HEREBY CERTIFY that the foregoing Use Permit was duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on October 2, 2001 by the following roll call vote:

AYES: **Commissioners Ryan, Philippakis, Chairman York**

NOES: **None**

ABSTAIN: **Commissioner Katz**

ABSENT: **Commissioner Wolf**

Carol Poole, Planning Director

Mark Erickson
Managing Director

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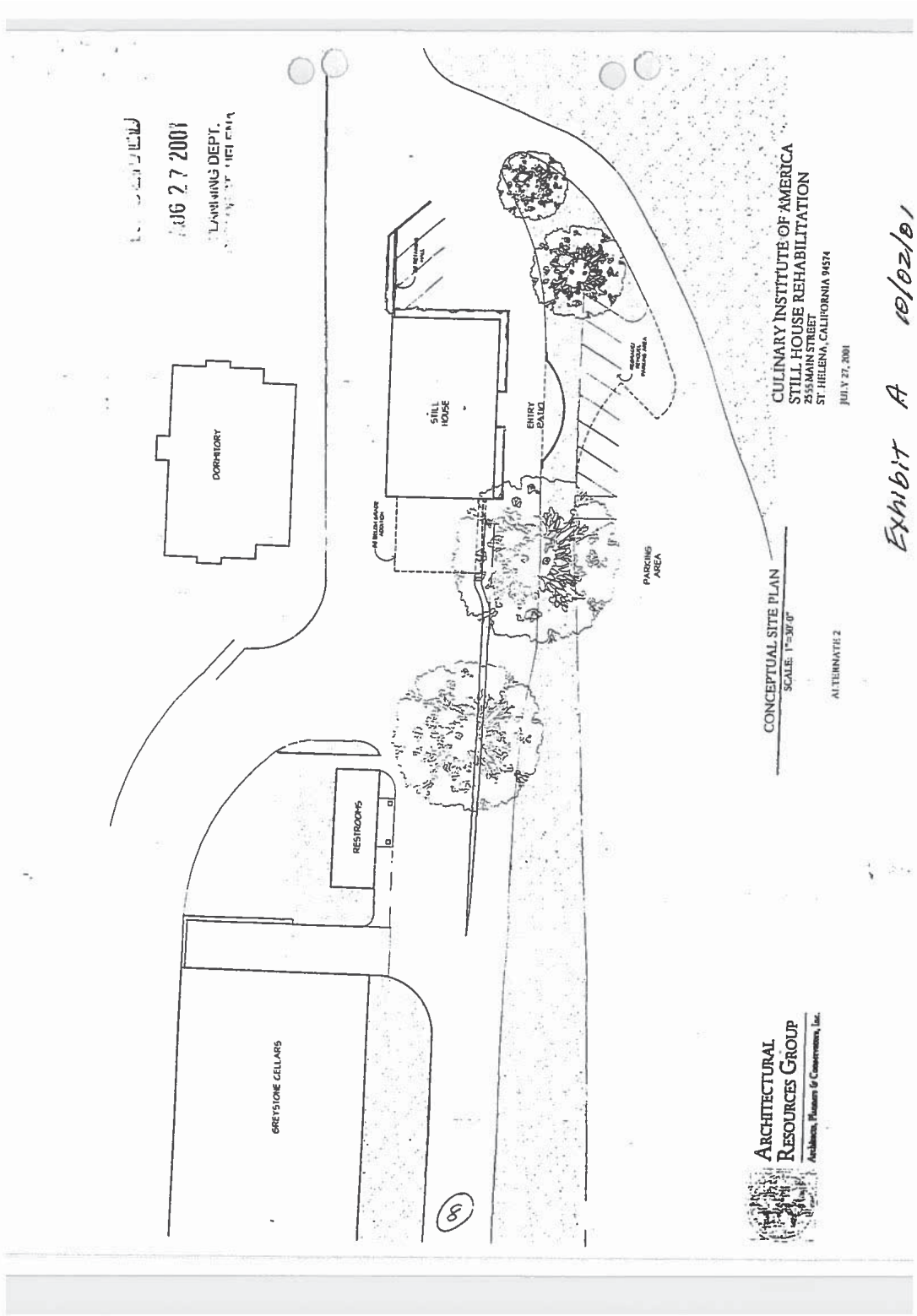
Agenda Item #5.2.



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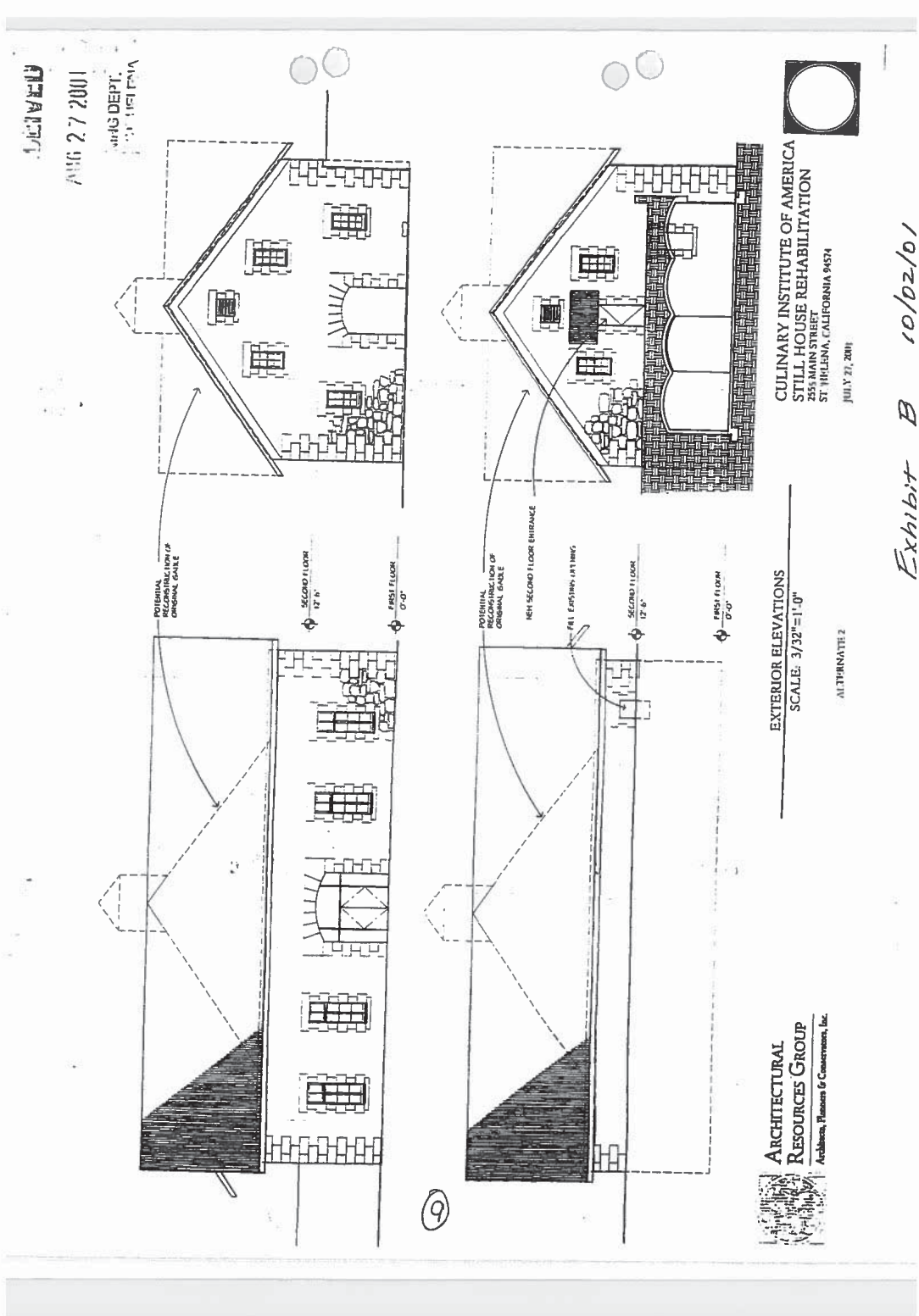

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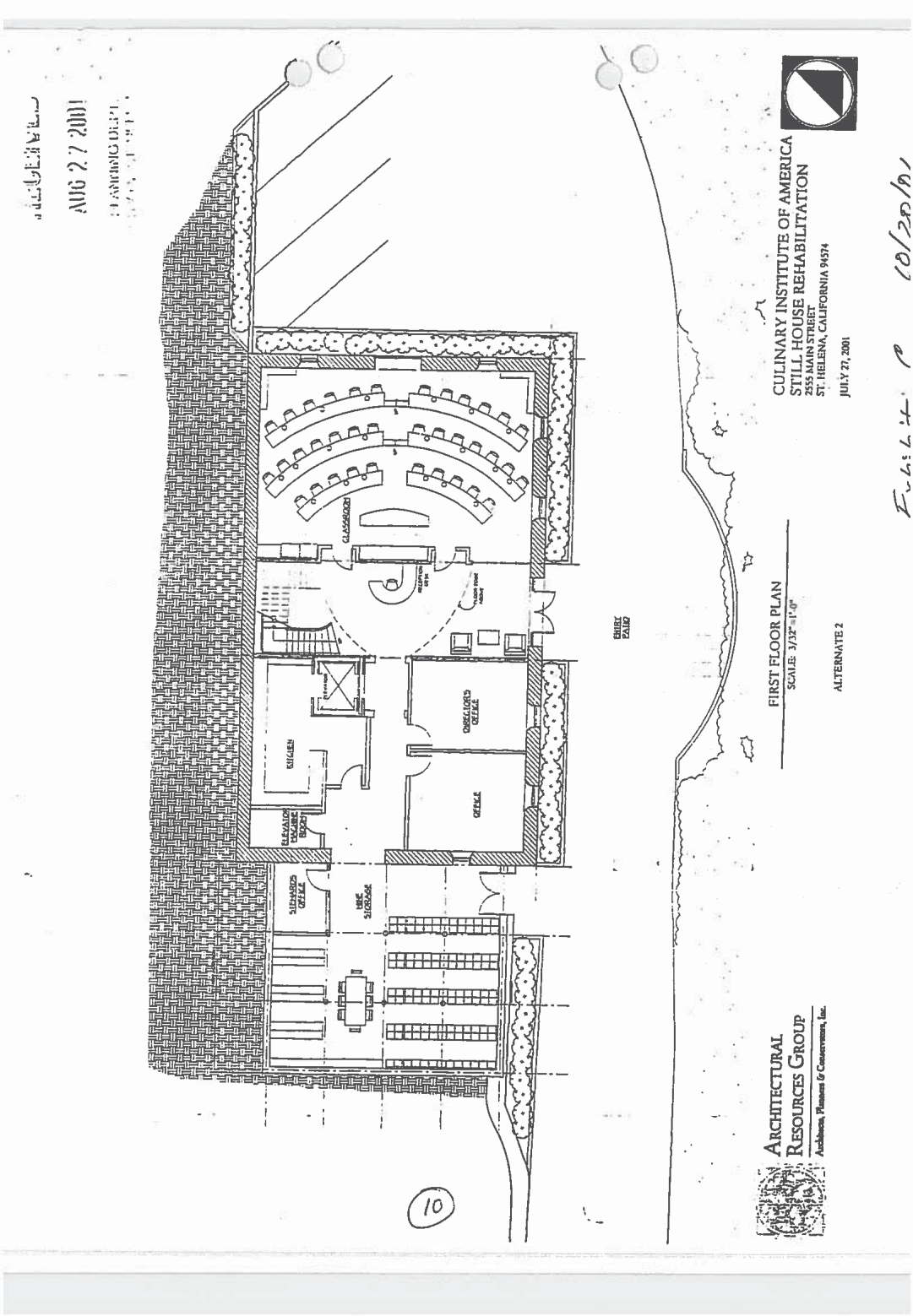

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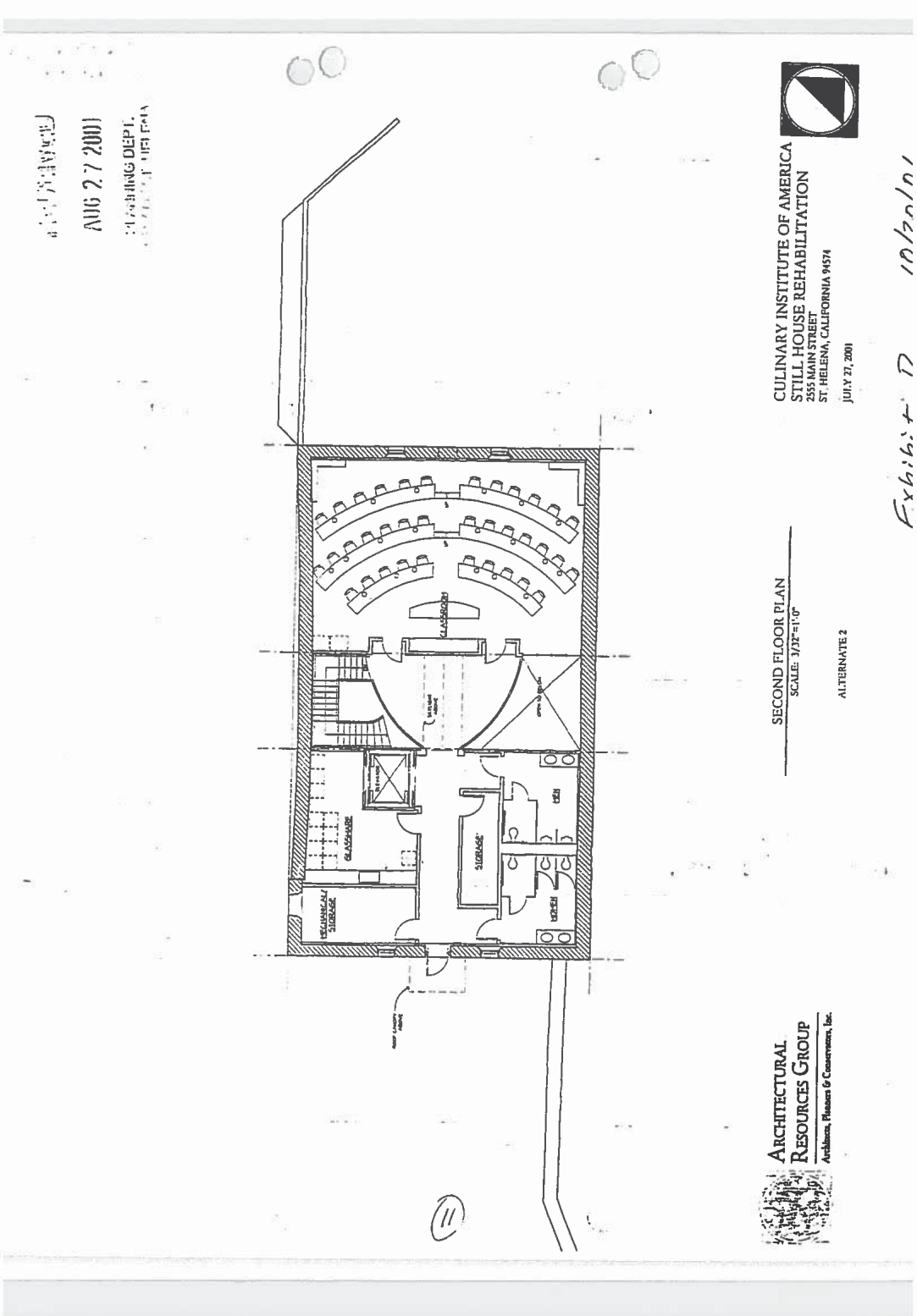


USE PERMIT AMENDMENT and DESIGN REVIEW NO. 2003-42

USE PERMIT AMENDMENT AND DESIGN REVIEW OF THE CITY OF ST. HELENA, STATE OF CALIFORNIA, GRANTED TO THE CULINARY INSTITUTE OF AMERICA FOR THE RESTORATION AND USE OF THE GATE HOUSE

PROPERTY OWNER: Culinary Institute of America APN: 009-131-003

Recitals

A. Mark Erickson, representative of the Culinary Institute of America, submitted an application for a Use Permit Amendment to allow the restoration and use of the Gate House building located on the campus of the Culinary Institute of America at Greystone, 2555 Main Street, St. Helena, in the W:PD:HP: Winery:Planned Development: Historic Preservation Overlay zoning district.

The use of the Greystone Building as an educational facility for the Culinary Institute of America was approved by Use Permit in 1993. Condition 10 F of Use Permit 93-105 states that the buildings identified *as the gatehouse and still house shall remain vacant and that future use shall be approved by Use Permit Amendment.*

The Culinary Institute site, primarily the Greystone Cellars and stone entry arch, was designated a California Point of Historical Interest in 1997, was listed on the National Register of Historic Places in 1977 and included in the Napa County Historic Resources Inventory in 1978. The Gate House and the Still House are listed as related features on the site and appear to have been constructed at the same time as the Greystone Cellars.

The proposed renovation of the Gate House was designed by and will be overseen by Architectural Resources Group, and will be done in accordance with the Secretary of the Interior's Standards of Rehabilitation.

The project includes a seismic retrofit of the building. The exterior river rock walls will be preserved and exterior doors, windows, eaves and soffits will be preserved. A new one story teaching kitchen will replace the existing deteriorated addition and the interior will be adapted for educational programs. Two existing windows on the rear façade of the building will be modified into doors leading to the patio and the kitchen. The new addition is 24'x 24' in size, slightly larger than the 20' x 20' addition that currently exists.

The structure will be used to study the pairing of food and wine. New accessible bathrooms will be constructed inside. The interior ceiling will be removed to provide a larger room with better light. No increase in the number of students is anticipated or requested with this project.

B. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on August 5, 2003.

Findings

1. The Planning Commission hereby finds that this project is exempt from the CEQA, the California Environmental Quality Act, pursuant to Section 15331 of the Guidelines. Class 31 consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings. These federal standards describe means of preserving, rehabilitation, restoring, and reconstructing historic buildings without adversely affecting their historic significance.

2. The Planning Commission makes the following Use Permit findings Section 27.439 to support the motion to approve the Use Permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

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

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

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

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

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

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

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

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

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

Section 3. The Use Permit for the above-described use is granted subject to compliance with the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

1. The Use Permit Amendment and Design Review shall be vested within one (1) year from the date of approval. A building permit for the use allowed under this Use Permit shall have been obtained within one (1) year from the effective date of the Use Permit or the Use Permit shall expire; provided however that the Use Permit may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 27.412, Extension of Permits and Approvals.

2. This permit is valid for this use only. New permits must be applied for upon any change in use. These permits will expire if the use is discontinued pursuant to then existing ordinances and regulations.

3. The Use Permit Amendment and Design Review shall not become effective until fourteen (14) calendar days after approval, providing that the action is not appealed by the City Council or any other interested party within that 14 day period.

4. Any request for an extension of the Use Permit Amendment and Design Review must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

5. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.

6. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

7. Provided they are in general compliance with the Use Permit, minor modifications may be approved by the Planning Director.

8. This Use Permit Amendment and Design Review shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.

9. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The owner/applicant is responsible for meeting with the Building Official / Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.

10. All required fees, including planning fees, development impact fees, building fees, toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit. Pursuant to City Council Resolution 2003-65, the owner and applicant are informed of the following:

    In recognition of the need for additional affordable housing, and to mitigate the effects of this development on the supply and demand of affordable housing, the permitee shall be subject to a Housing Impact Fee, an inclusionary requirement, an in-lieu fee, and/or similar fair and appropriate mechanisms, to provide funds for or to develop additional affordable housing, should such mechanisms be established by the City.

11. The use of the property by the Culinary Institute of America was approved in 1993 as authorized by Use Permit 93-105. This Use Permit Amendment complies with Condition 10 F of Use Permit 93-105 which states that the buildings identified *as the gate house and still house shall remain vacant and that future use shall be approved by Use Permit Amendment.* No other conditions of approval of Use Permit 93-105 are modified by this permit.

12. Construction shall be in compliance with plans marked Exhibits A- D, dated 8/05/03.

13. Prior to issuance of building permits, the existing interior of the structure shall be recorded through preparation of a floor plan noting uses of rooms and building materials, and with photographs. The purpose of this is to supplement the historic record of the building and site.

14. Building permits that allow new or replacement plumbing for the Gate House shall not be issued until the following conditions have been met:

    a. The Use Permit Modification requested by the Markham Vineyards Combined Wastewater Management System has received approval from the County of Napa.

    b. The applicant has submitted a plan and time schedule to reduce municipal water use to 12,500 gallons per day and such plan has been reviewed and approved by the City Engineer. Such a plan may include provision of another source of water, such as a well or may include a request for an increase in water allotment from the City of St. Helena.

    The intent of this condition is to allow permits to be issued that will allow the seismic retrofit of the building to commence.

15. A survey for hazardous materials shall be conducted prior to demolition activities for analysis of asbestos containing materials and lead based paint.

16. To preserve air quality, the following practices shall be observed during construction:

    1.Water all active construction areas at least twice daily.

    2.Cover all trucks hauling soil, sand, and other loose materials.

3. Apply water three times daily to all unpaved access roads, parking area, and staging areas at the construction site.

4. Sweep adjacent public streets daily with water sweepers if visible soil material is carried onto streets.

17. A tree protection plan shall be submitted prior to issuance of building permits. The tree protection plan shall consider the following measures:

    a. Each tree or group of trees to be preserved shall be protected by enclosure with a six (6) foot fence prior to grading or movement of heavy equipment. The minimum distance of the fence from the tree shall be at the drip line, but may be extended an additional 10' to include the root zone which shall be determined by the project arborist or city arborist. Fencing shall remain in place until such time as the Building Official is assured the trees are no longer in danger of construction damage.

    b. Landscaping under the protected tree shall be discouraged, but if landscaping is planted under the drip line of an existing native or protected tree, the landscaping shall be drought tolerant or California native plant materials. Landscaping shall not be planted within (six) 6 feet of the trunk. Shredded bark mulch is encouraged in this area. No lawns shall be planted within the drip line.

    c. The following activities are prohibited under the drip line of the protected trees unless authorized by the Planning Director under the advice of the City arborist or project arborist:

        1. Change in the amount of irrigation provided to the protected from that which was provided prior to the commencement of construction activity.
        2. Trench, grade or pave into the drip line of a protected tree.
        3. Change the grade elevation by more than 6" within the drip line of the tree and for a distance of 30' outward from the drip line of the tree.
        4. Park or operate any motor vehicle within the drip line area of a protected tree, except within designated parking areas.
        5. Place or store any equipment or construction materials within the drip line area of the tree.
        6. Attach any signs, ropes, cables or any other items to the tree.
        7. Cut or trim any branch of the tree for temporary construction purposes.
        8. Place or allow flowing into or over the root zone area of any tree any oil, fuel, concrete mix, paint, solvent, plaster or other deleterious substance.

18. To reduce disturbance of residents in the project vicinity, construction activities which generate noise that can be heard at the property line of any parcel of real property within the City limits shall be limited to 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to 7:00 a.m. to 6:00 p.m. Exceptions to these time restrictions may be granted by the Public Works Director for one of the following reasons: (1) inclement weather

affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance of such work. No construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.

19. Property owners within this district shall recognize that there exist 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 the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.

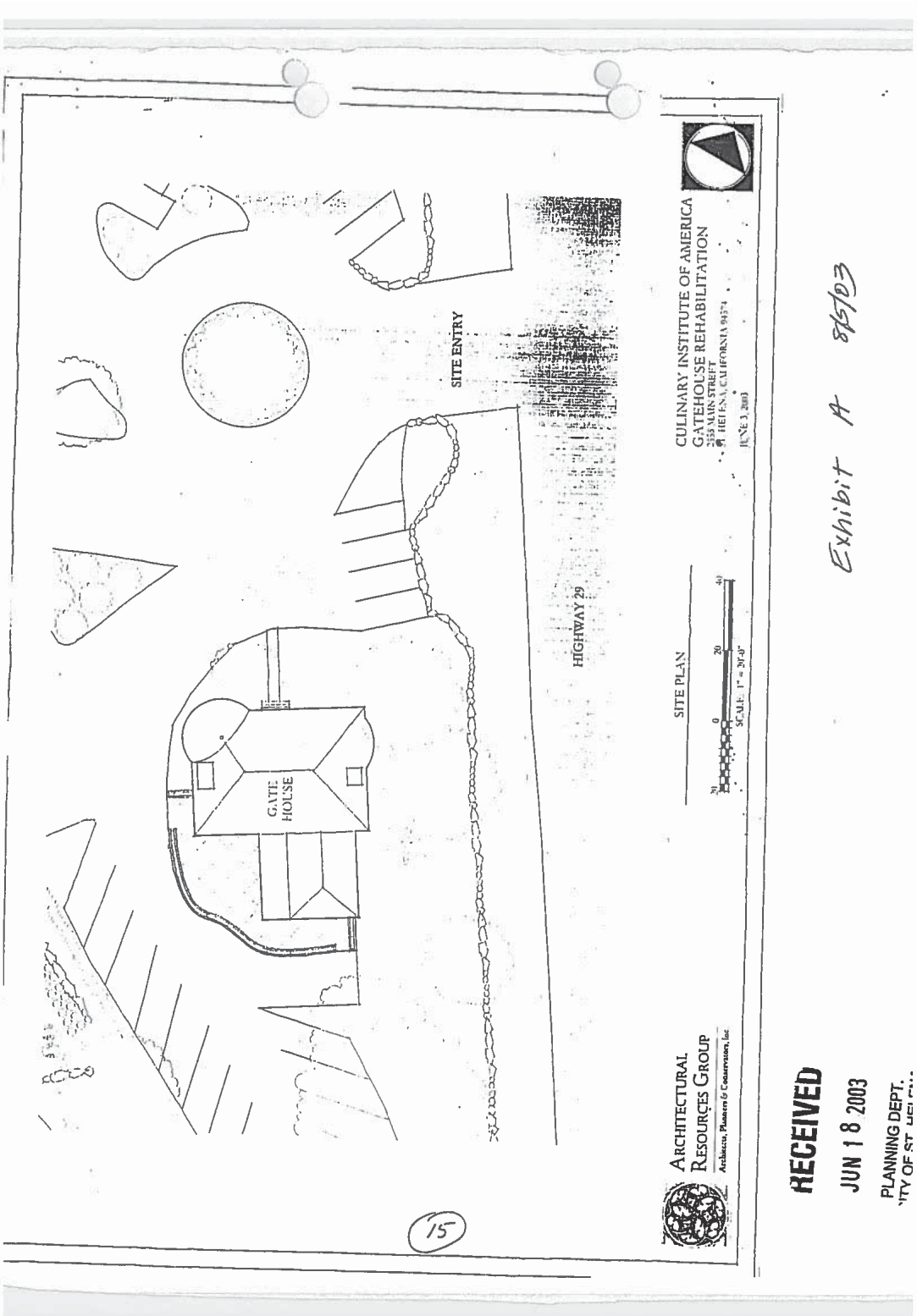
I HEREBY CERTIFY that the foregoing Use Permit and Design Review was duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on August 5, 2003 by the following roll call vote:

AYES:	**Commissioners Philippakis, Chairman York**
NOES:	**None**
ABSTAIN:	**Commissioner Katz**
ABSENT:	**Marty Oldford**

Carol Poole, Planning Director

Mark Erickson
Managing Director

Agenda Item #5.2.



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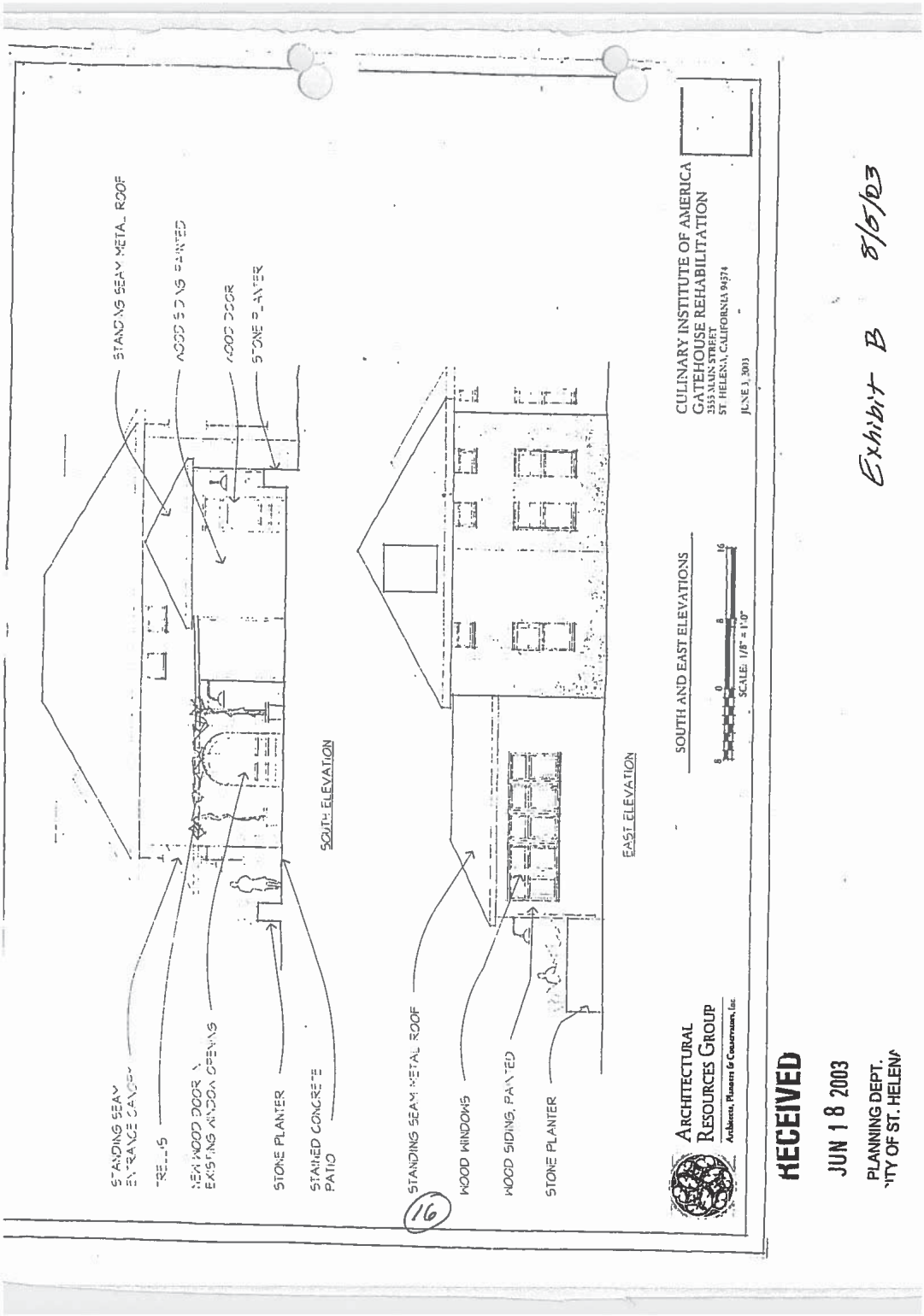

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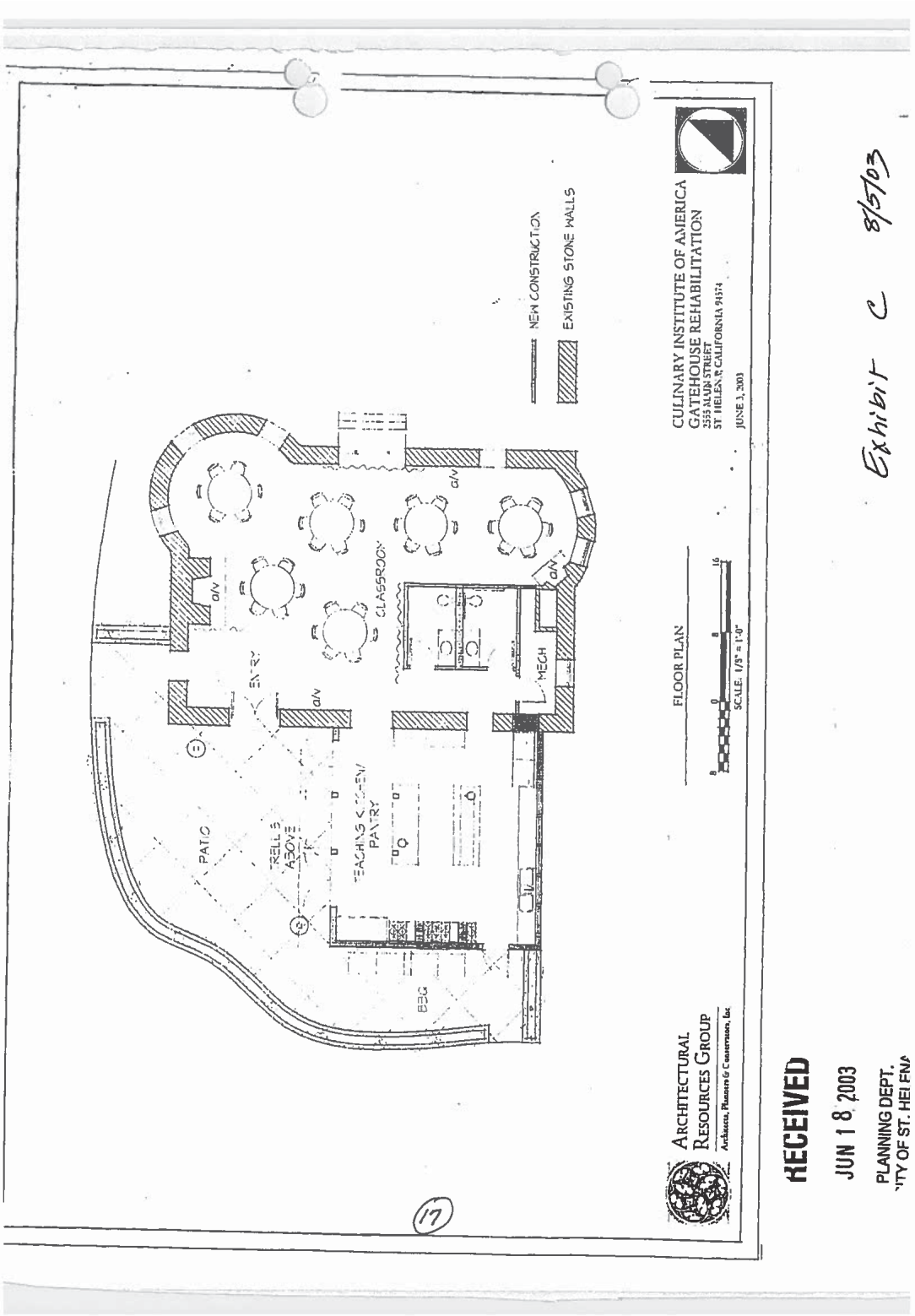

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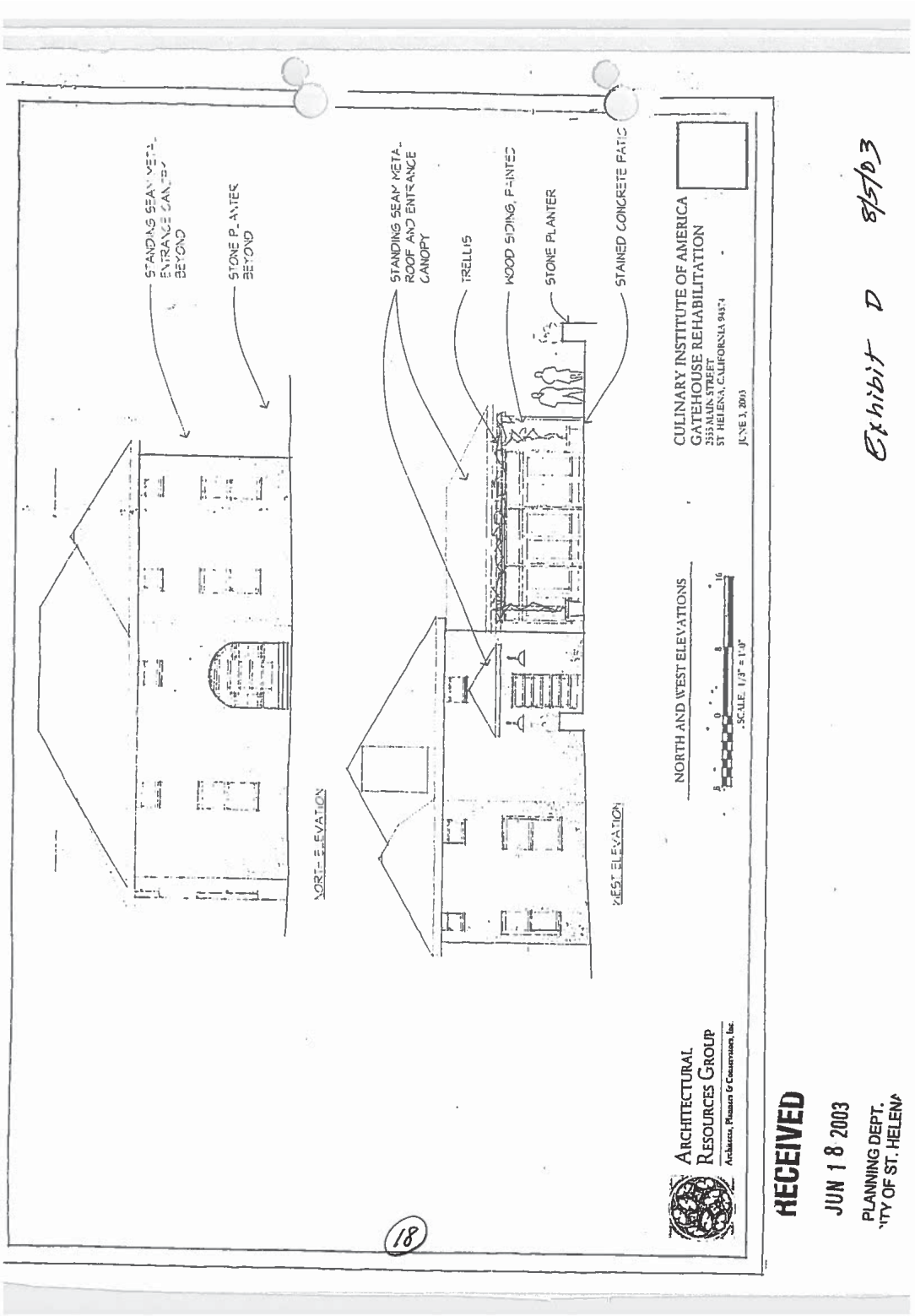


Agenda Item #5.2.

CITY OF ST. HELENA

RESOLUTION 2004 - 112

APPROVING A USE PERMIT AMENDMENT AND WATER AGREEMENT TO INCREASE THE WATER USE LIMITATION FOR THE CULINARY INSTITUTE OF AMERICA AT 2555 MAIN STREET

RECITALS

A. Mark Erickson, representative of the Culinary Institute of America (CIA) submitted an application for a use permit amendment to condition 13A of Resolution 93-105, granting a use permit to the Culinary Institute of America. Condition 13A states:

Domestic water will be supplied by the City. Water use shall be limited to an average of 12,500 gpd. No City water shall be used for irrigation. Off-site well water shall be used for landscaping; reclaimed wastewater shall be used for agricultural irrigation.

B. Use Permit Amendment 2003-42 authorizing the renovation and use of the Gate House for CIA programs required that the applicants submit a plan to show compliance with the 1993 water use limitation. The applicants showed evidence of on-going leak detection and water conservation measures, and an audit of all water fixtures located on the property.

C. The CIA has requested an amendment to the use permit and to the year 2000 water use agreement to allow municipal water use of 17,500 gpd, an increase of 5,000 gpd. The amount of water requested is anticipated to cover all foreseen expansion of uses at Greystone including the food and wine programs at the renovated Still House and Gate House.

D. Approval of the amendment to the use permit necessitates an amendment to a water use agreement executed between the City of St. Helena and the CIA in May 2000.

E. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on August 17, 2004 and recommended approval to the City Council.

RESOLUTION

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

1. The City Council finds that with a condition of approval to require an alternative equivalent to 80 retrofits, the proposed project is in compliance with the certified 1993 Final Environmental Impact Report and the adopted Mitigation Monitoring Program and Statement of Overriding Considerations for the Culinary Institute of America (Resolution 93-103).

2. Pursuant to Municipal Code section 17.168.050, the City Council makes the following findings for approval of an amendment to a use permit:

   a. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.
   b. That the proposed use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses.
   c. That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan.
   d. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.
   e. That the proposed use would provide adequate ingress and egress to and from the proposed location.
   f. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy.
   g. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.
   h. That the proposed use would not be in conflict with the City's General Plan.
   i. That the proposed use would not be injurious to public health, safety, or welfare.
   j. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.
   k. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.
   l. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.

3. The Use Permit Amendment for the above described use is granted subject to compliance with the following conditions. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

4. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

5. 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.

6. This permit modifies condition 13A of Resolution 93-105 as follows:

Domestic water will be supplied by the City of St. Helena. Water use shall be limited to an average of 17,500 gpd as reflected in a water use agreement limiting annual water use to 19.6 acre feet (8,545 billing units) per year. Well water or reclaimed wastewater shall be utilized for landscape and agricultural irrigation.

7. The authorization of this amendment modifies the condition of approval in Use Permit 2003-42 requesting proof of compliance with the 1993 water use limitation.

8. This project is subject to the City's water use efficiency program. The requested 5,000 gallons of water per day increase may be offset by a credit of 3,100 gallons per day for the reduction in water use at the Culinary Institute of America's Marlinda dormitory facility located at 830 Pratt Avenue. The remaining 1,900 gallons per day or 2.12 acre feet per year increase shall be mitigated by a combination of the payment of in-lieu fees, water savings achieved through 30 retrofits, or by an equivalent alternative innovative method of mitigation of water use to be approved by the Public Works Director.

9. The site shall utilize tertiary water for irrigation when it becomes available.

Approved at a Regular Meeting of the St. Helena City Council on October 12, 2004, by the following vote:

AYES: Councilmembers Potter, Savidge, Sklar, Mayor Slavens
NOES: None
ABSENT: Councilmember Schoch
ABSTAIN: None

CITY OF ST. HELENA Incorporated March 24, 1876 Re-incorporated May [illegible] 1992 STATE OF CALIFORNIA

APPROVED:

Ken Slavens
Mayor

ATTEST:

Delia Guijosa
City Clerk

Agenda Item #5.2.

2004-0045188

Recorded
Official Records
County Of
NAPA
JOHN TUTEUR
Recorder

REC FEE .00

10:09AM 29-Oct-2004

CW
Page 1 of 10

EXEMPT FROM RECORDING FEES PURSUANT
TO GOVERNMENT CODE SECTION 6103

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

City Clerk
City of St. Helena
1480 Main Street
St. Helena, California 94574

Assessor's Parcel No. 009-131-003

AGREEMENT

CULINARY INSTITUTE OF AMERICA

THIS AGREEMENT, entered into on October 8, 2004, between the City of St. Helena, a municipal corporation (City), and the Culinary Institute of America at Greystone (Customer), provides as follows:

RECITALS

A. Customer is the owner of real property (the Property) located at 2555 Main Street, St. Helena, Napa County, known as Assessor's Parcel No. 009-131-003, as more particularly described in Exhibit A attached hereto.

B. On October 12, 2004, the St. Helena City Council approved Resolution 2004-112, which authorized an amendment to Resolution 93-105 and an amendment to the year 2000 water use agreement to allow an increase of water use by the Customer.

C. The parties hereto wish to enter into this Water Agreement to fulfill the Resolution condition of approval requiring such an agreement.

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

AGREEMENT

1. City is obligated to provide water to the Property up to no more than an annual limitation (Annual Limitation) of 19.6 acre feet (8,545 hundred cubic feet/billing units) per Water Year upon the terms and conditions set forth herein. As used herein, the term Water Year shall mean the twelve-month period between the City's last water meter reading of a calendar year and the last water meter reading of the following calendar year.

2. City water shall be used only for those uses as authorized by the Resolution. City shall not be obligated to provide water service for any other use nor for any further expansion of the uses allowed by the Resolution.

4. While water is furnished to Customer pursuant to this Agreement, Customer shall be bound by and subject to all lawful resolutions, rules, regulations, directives, ordinances and orders of the City pertaining to water services as may be enacted from time to time for all other applicable users of City water, including, without limitation, provisions relating to rate charges and water shortage emergencies.

5. Customer shall monitor its water usage on a bimonthly basis and employ all measures necessary to ensure that the Annual Limitation is not exceeded. In the event the City Director of Public Works reasonably determines that the Annual Limitation inevitably will be exceeded or that the Annual Limitation has been exceeded, City may require Customer to undertake reasonable additional conservation measures and may require Customer, upon ten (10) days prior written notice, to terminate water service for nonessential uses. For purposes of this Agreement, the term "nonessential uses" shall mean uses for which non-potable water would suffice.

6. In the event Customer exceeds its Annual Limitation, it shall pay to City a penalty surcharge equal to 60% of the water rate charge for each hundred cubic feet, or portion thereof, used in excess of the Annual Limitation. Such penalty surcharge shall be due and payable within 30 days after calculation and demand by City. In addition to the 60% surcharge, City may avail itself of all rights and remedies set forth in Paragraph 8 of this Agreement.

7. In addition to any other rights or remedies, either party may institute legal action to cure, correct or remedy any default of this Agreement; to enforce any covenants or agreements herein or to enjoin any threatened or attempted violation thereof; to recover damages for any default; or to obtain any other remedy consistent with the purpose of this Agreement.

8. This Agreement shall be construed and enforced in accordance with the laws of the State of California. Should any legal action be brought by either party because of breach of this Agreement or to enforce any provision of this Agreement, the prevailing party in such action shall be entitled to all reasonable attorney's fees, court costs and necessary disbursements in connection with such action.

9. The parties hereto agree that the provisions of this Agreement are severable. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected and shall remain in full force and effect unless amended or modified by mutual consent of the parties in writing.

10. The provisions of this Agreement shall be binding on all tenants, heirs, assigns and successors in interest to the parties hereto and shall be a covenant that runs with the land.

Executed the day and year first above written.

/ / /
/ / /
/ / /

CUSTOMER: Culinary Institute of America at Greystone

Dated: October 8, 2004

By: Charles A. O'Mara
Charles A. O'Mara,
Sr. Vice President for Finance & Administration

CITY:

CITY OF ST. HELENA,
a municipal corporation,

Dated: 10-13-04

By: Bert Johansson
Bert Johansson
Its: City Manager

ATTEST:

Della Guijosa
Della Guijosa, City Clerk

Agenda Item #5.2.

APPROVED AS TO FORM:

10/13/04

Diane M. Price, City Attorney

CITY OF ST. HELENA
Incorporated March 24, 1878
Re-Incorporated May 14, 1886
STATE OF CALIFORNIA

4

STATE OF NEW YORK)
) ss.
COUNTY OF DUTCHESS)

On October 8, 2004, before me, Carol Dipper, a Notary Public in and for the State of New York, personally appeared Charles A. O'Mara personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

SEAL AFFIXED

WITNESS my hand and official seal.

Carol Dipper
Notary's Signature

CAROL DIPPER
Notary Public, State of New York
No. 01DI4611174
Qualified in Columbia County
Commission Expires June 30, 2007

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On _____, before me, _____, a Notary Public in and for the State of California, personally appeared _____ _____personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

_____
Notary's Signature

STATE OF CALIFORNIA)
) ss.
COUNTY OF NAPA)

On October 13, 2004, before me, the undersigned, City Clerk of the City of St. Helena, personally appeared Bert Johansson, personally known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature: Delia Guijosa
Delia Guijosa, City Clerk

CITY OF ST. HELENA
Incorporated March 24, 1878
Re-Incorporated May 14, 1899
STATE OF CALIFORNIA

6

USE PERMIT AMENDMENT NO. 2006-07

USE PERMIT AMENDMENT OF THE CITY OF ST. HELENA STATE OF CALIFORNIA, GRANTED TO CULINARY INSTITUTE OF AMERICA 2555 MAIN STREET

PROPERTY OWNER: Culinary Institute of America APN: 009-131-003

Recitals

1. The Culinary Institute of America (CIA) requested amendments to three conditions of approval that pertain to the operation of the school. These amendments will enable the school to offer classes for an Associates degree. The first amendment proposed would expand the level of student skill to include entry level classes in addition to the continuing education classes for professionals. The second amendment requested is to modify the language pertaining to the average length of stay at the school and the third modification is to change the condition of approval pertaining to housing/student ratio and recognize the provisions of on-site and off-site dormitories.

2. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on March 21, 2006.

Resolution

The Planning Commission of the City of St. Helena, State of California, approved the Use Permit Amendment on the following basis:

A. The Planning Commission hereby finds that this project is exempt from the California Environmental Quality Act pursuant to Section 15301, Class 1 which exempts operation and minor expansion of use at existing structures.

B. The Planning Commission makes the following Use Permit Amendment findings, Section 17.168.050, to support the motion to approve the Use Permit Amendment:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.
2. That the proposed use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses.
3. That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan.
4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

5. That the proposed use would provide adequate ingress and egress to and from the proposed location.
6. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy.
7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.
8. That the proposed use would not be in conflict with the City's General Plan.
9. That the proposed use would not be injurious to public health, safety, or welfare.
10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.
11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.
12. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.

C. The Use Permit Amendment for the above described use is granted subject to compliance with the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

1. The Use Permit Amendment shall be vested within one (1) year from the date of approval or it shall expire; provided however that the Use Permit may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.130, Extension of Permits and Approvals.

2. The Use Permit Amendment 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.

3. Any request for an extension of the Use Permit Amendment must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

4. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

5. Provided they are in general compliance with the Use Permit Amendment, minor modification may be approved by the Planning Director.

6. This Use Permit Amendment shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.

7. Condition 10A of Resolution 93-105 shall be amended as follows:

The educational program at the facility shall have as its primary focus the delivery of advanced professional education for current professionals in the hospitality, food or beverage industries or students enrolled in a course of study leading to a professional career in these fields. The maximum student population shall not exceed 104 students.

8. Condition 10 B of Resolution 93-105 shall be amended as follows:

Only staff and students participating in educational programs enrolled at the campus shall be allowed to use school accommodations. The length of stay shall not exceed the number of days of instruction and the average length of stay shall equal or exceed two weeks per student.

All occupants of the housing provided onsite or at the CIA's dormitory on Pratt Avenue shall be treated as transient occupants regardless of length of stay. Transient occupancy tax shall be paid for any students occupying these facilities, even if their length of stay exceed thirty (30) days.

9. Condition 12 F of Resolution 93-105 shall be amended as follows:

Maximum enrollment allowed by this permit shall not exceed 104 students. The project has provided thirty-six (36) housing spaces in the Guest House on the Greystone Property and an additional forty (40) spaces in the dormitory commonly known as "Vineyard Lodge" located on Pratt Avenue. This combined number of units satisfies current requirements for housing for the CIA program and , in the event of any further expansion of the capacity of the CIA, the City of St. Helena shall decide whether additional housing units will need to be provided by the CIA, and the number of such additional units, if any.

I HEREBY CERTIFY that the foregoing Use Permit Amendment was duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on March 21, 2006 by the following roll call vote:

AYES:	**Commissioners Shott, Oldford, Chairman Philippakis**
NOES:	**None**
ABSENT:	**Commissioner McCrea**
ABSTAIN:	**Commissioner Katz**

Carol Poole, Planning Director

Charles Henning, Managing Director
Culinary Institute of America

CITY OF ST. HELENA

RESOLUTION NO. 2006-130

APPROVING A USE PERMIT AMENDMENT, DESIGN REVIEW VARIANCE AND LOT LINE ADJUSTMENT FOR THE CARPY PROPERTY PORTION OF THE CULINARY INSTITUTE OF AMERICA, LOCATED AT 2401 MAIN STREET

PROPERTY OWNER: Culinary Institute of America APN: 009-131-028

Recitals

1. The applicant and property owner, the Culinary Institute of America, requests approval to grade a portion of the Carpy property, located immediately south of the Greystone property in order to construct a parking lot to accommodate approximately 85 vehicle for use of Culinary Institute guests and visitors, install of lighting in the proposed parking lot, use the existing Carpy house for guests of the Culinary Institute, remove existing asphalt from the site, relocate an existing driveway to the Carpy house, remove and replant trees and delete a previous approval for on-site dormitory space on the property.

2. The applicant's proposal requires the following actions or entitlements: a) a General Plan Amendment to extend the Urban Limit Line to the south to encompass the Carpy property; b) rezoning of the Carpy property from the A-20: Twenty-acre Agriculture district to the W:PD:HP, Winery:Planned Development Overlay:Historic Preservation Overlay districts to allow the proposed improvements; c) a Use Permit Amendment and Design Review to allow overnight lodging at the Carpy house, to delete the previously approved on-site dormitory space, to remove existing driveways on the site and relocate the existing driveway to the Carpy house, and to construct a parking lot; d) a variance to allow a portion of the relocated on-site access drive to the Carpy house to exceed the maximum roadway gradient of 16% for approximately 110 to 120 feet of the driveway that would have a grade of 18%; and e) a Lot Line Adjustment to increase the size of the Greystone property from 13.41 acres to 14.7 acres and to decrease the size of the Carpy property from 5.49 acres to 4.19 acres.

3. The applicant's proposal is subject to review of the California Environmental Quality Act (CEQA). An Initial Study was prepared on the proposed project and an Environmental Checklist was utilized to focus the Initial Study on the environmental factors that may be impacted or further impacted by implementation of the proposed project.

4. The Planning Commission of the City of St. Helena, State of California, held noticed public hearings on the applicant's proposal on August 15, 2006, reviewing the public record, including all application submittal materials, letters submitted regarding the proposal and staff reports, opening a public hearing to receive testimony from the applicant and interested persons, and deliberating on the project before making its recommendation to the City Council to approve the project with the recommended conditions and mitigation measures.

5. The City Council held a noticed public hearing to consider the Mitigated Negative Declaration on September 12, 2006.

Resolution

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

A. The City Council determined that the project is subject to CEQA and adopted a Mitigated Negative Declaration, including the recommended mitigation measures attached to the Initial Study and Mitigation Monitoring and Reporting Program (MMRP). The Mitigated Negative Declaration prepared for this project and circulated in compliance with the requirements of CEQA established that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions to the project in the form of mitigation measures have been adopted;

B. The City Council makes the following Use Permit findings, contained in Zoning Ordinance Section 27.439, to support the motion to approve a Use Permit Amendment to allow the proposed improvements on the subject parcel:

1. That the proposed use would include construction of a parking lot and the operation of this use would not generate odors, fumes, radiation or refuse. Since the parking lot would include lighting, adherence to Mitigation Measure 1 contained in the Initial Study/Mitigated Negative Declaration would reduce light and glare impacts to a less-than-significant level on adjacent roads and surrounding properties by requiring approval of photometric plans for parking lot lighting to ensure that there will be no spillover of light and glare.
2. That the proposed use could result in significant although short-term levels of noise that would be noticed by surrounding properties to the west and south. With adherence to Mitigation Measure 10 contained in the Initial Study/Mitigated Negative Declaration, short term construction noise impacts would be limited so that the project would not result in excessive noise that would adversely affect the health, safety or welfare of surrounding properties or uses.
3. That, based on the traffic analysis prepared for the proposed project, there would be limited additional traffic trips generated to the proposed parking lot. There would therefore be limited additional traffic noise that would not exceed noise thresholds established in the General Plan.
4. That the proposed parking lot landscaping would not use City water but would rely on a private water source for an irrigation source. Wastewater generated from the Carpy house would be treated on site and disposed of in off-site ponds on the east side of Main Street. Use of other City services would be minimal so that the project would not make excessive demands on City water wastewater, police, fire or other sources.
5. That the proposed parking lot would continue to use the existing driveway on Main Street. The traffic analysis did not identify a significant safety issue with ingress and egress.
6. That the proposed use would allow for the continued use of the CIA as a revenue generating use in the City and would not conflict with goals of maintaining the viability of the local economy.

7. That the proposed parking lot would represent a logical continuation of the Greystone parking lot immediately north of the project site, which contains a winery. Therefore, there would be no land use compatibility issues and the proposed use would be consistent with the intent of the W:Winery zoning district as identified above in the staff report.
8. That, based on the analysis included in the staff report above, the proposed project is consistent with the A:Agriculture General Plan land use designation that allows for single family dwellings, wineries and similar uses. The proposed use includes continued use of the Carpy single-family house and expansion of the parking lot for the Culinary Institute of America, which is a winery related land use.
9. That the proposed parking lot use would operate in a manner consistent with the requirements of the St. Helena Municipal Code that would ensure that the public health, safety and welfare would be protected at all times. The construction of the proposed parking lot would also be subject to mitigation measures set forth in the Initial Study/Mitigated Negative Declaration, which would provide additional health, safety and welfare protection to the public.
10. That Approval of the requested use would not set a precedent for future similar projects since separate use permit approvals will be required for this type of use and the Culinary Institute is a unique land use in St. Helena.
11. That the objective of the project is to provide approximately 85 additional off-street parking for the existing Culinary Institute facility so that more parking would be provided for employees and visitors to the facility.
12. That the traffic analysis prepared by the Crane Transportation Group indicates that minimal additional trips would be added to Main Street as a result of project approval. Therefore, the proposed project would be consistent with this finding.

C. The City Council approves the Design Review for construction of the Carpy property parking lot, relocated on-site driveway and landscaping, subject to the applicable Design Criteria contained in Zoning Ordinance Section 17.164.030. The improvements have been designed to fit into the context of the existing Culinary Institute of America landscaping and related facilities.

D. The City Council makes the following Variance findings, contained in Zoning Ordinance Section 27.449, to support the motion to approve a Variance to allow construction of a relocated on-site driveway to the Carpy house with a gradient of 18% that exceeds the maximum 16% grade for a run of approximately 110 to 120 linear feet.

1. That a hardship peculiar to the property, not created by any act of the owner, exists in that the need for the variance is caused by the relatively steep topography on the westerly side of the Carpy property. In order to achieve on-site access from the lower elevation of the site to the higher elevation Carpy house without going beyond the boundary of the site a portion of the roadway would need to exceed the 16% grade for approximately 110 to 120 feet of the roadway.
2. That the variance us necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties and that a variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors

since, based on a field survey, other properties near the Carpy property have on-site access without the need for traversing another private property. Approval of the variance would therefore not be a grant of special privilege

3. That the authorization of the variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan because the proposed stretch of private driveway that would exceed the normal maximum gradient would not be visible from adjacent public roadways and would not be inconsistent with the purposes of the W:Winery District, the A:Agriculture General Plan land use designation or the public interest.
4. That the condition or situation of the specific piece of property of which the variance is sought is not so general or recurrent in the nature a to make reasonably practicable the formulation of a general regulation for such condition or situation since the City has not received similar variance requests in recent years.
5. That he variance and any buildings or structures permitted by the variance will not be detrimental to the public health, safety and welfare of the community because the proposed variance has been reviewed by the Fire Chief and to ensure that the Fire Department can provide full service, construction of a 10,500 gallon on-site water tank has been recommended and will be provided to ensure the steep gradient of the driveway would not be detrimental to the public health safety or welfare.

E. The City Council approves the Lot Line Adjustment between the Greystone Property that would transfer approximately 1.3 acres of land from the Greystone parcel to the Carpy parcel. Under the approved Lot Line Adjustment, the size of the Greystone parcel would increase from 13.41 acres to 14.7 acres of land. The size of the Carpy property would decrease from 5.49 acres to 4.19 acres.

F. The City Council approves the project entitlements, as identified herein, subject to compliance with the following conditions. This project shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of the approval. The conditions noted below are particularly pertinent to this action and shall not be construed to permit violation of other laws and policies not so listed.

1. This approval shall be vested within one (1) year from the date of action. A grading permit for the use allowed under this Use Permit shall have been obtained within one (1) year from the effective date of the Use Permit Amendment or the Use Permit Amendment shall expire; provided however that the Use Permit may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.130, Extension of Permits and Approvals.

2. This approval ("permit") is valid for this use only. New permits must be applied for upon any change in use. These permits will expire if the use is discontinued pursuant to then existing ordinances and regulations.

3. Any request for an extension of the terms of this approval must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

4. All required fees, including planning fees, development impact fees, engineering or building fees, shall be paid prior to issuance of a building permit. Fees shall be those in effect at the time of the issuance of the building permit.

5. Compliance with all permit conditions shall occur in accordance with specific regulations, but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.

6. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless against any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

7. Provided they are in general compliance with this permit, minor modifications may be approved by the Planning Director.

8. 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 the benefit of the City of St. Helena.

9. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The owner/applicant is responsible for meeting with the Building Official/Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.

10. Prior to submittal of a building permit application, all plan sheets shall be revised to be consistent with the City's approval and coordinated with the civil and landscaping plans.

11. Construction shall be in compliance with plans reviewed and approved by the City on September 12, 2006, as amended to comply with the applicable conditions provided herein and the associated adopted mitigation measures.

12. Prior to issuance of building permit, the applicant shall be required to obtain approval of the Napa County Department of Environmental Management for the upgraded on-site wastewater treatment facility related to the Carpy house.

13. Plant materials shall be purchased from a source that verifies they have been inspected for glassy winged sharpshooter to ensure that they will not contribute to the spread of Pierce's disease to the surrounding vineyards.

14. Unless otherwise provided in the Arborists Report for the project, each tree or group of trees to be preserved within the vicinity of the construction site shall be protected by enclosure with a six (6) foot chain link fence prior to grading or movement of heavy equipment. The minimum distance of the fence from the tree shall be at the drip line, but may be extended an

additional 10' to include the root zone which shall be determined by the project or City Arborist. Fencing shall remain in place until such time as the Building Inspector is assured the trees are no longer in danger of construction damage.

15. Unless otherwise provided in the Arborists Report for the project, the following activities are prohibited under the drip line of protected trees unless authorized by the Planning Director under the advice of the City Arborist or project arborist:
    a. Change in the amount of irrigation provided to the protected tree from that which was provided prior to the commencement of construction activity.
    b. Trench, grade or pave into the drip line of a protected tree.
    c. Change the grade elevation by more than 6" within the drip line of the tree and for a distance of 30' outward from the drip line of the tree.
    d. Park or operate any motor vehicle within the drip line area of a protected tree, except within designated parking areas.
    e. Place or store any equipment or construction materials within the drip line area of the tree.
    f. Attach any signs, ropes, cables or any other items to the tree.
    g. Cut or trim any branch of the tree for temporary construction purposes.
    h. Place or allow flowing into or over the root zone area of any tree any oil, fuel, concrete mix, paint, solvent, plaster or other deleterious substance.

16. The applicant shall be required to submit and receive approval of an encroachment permit from the California Department of Transportation (Caltrans) to allow for off-site disposal of stormwater prior to receiving a grading or building permit authorizing site work or construction activities on the site.

17. The applicant shall provide for the enclosed storage of trash and separated recyclable materials for the Carpy house. Should the area designated for trash storage prove insufficient to accommodate approved uses on the site, the applicant agrees to provide alternative means (e.g. expanded facilities, more frequent collection, etc.) to address this issue.

18. The applicant and/or construction manager shall notify all contractors and subcontractors that no trespassing is allowed on adjoining properties.

19. This property adjoins an agricultural district. There exists a right-to-farm the adjoining property. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.

20. The applicant shall be responsible for compliance with all mitigations measures adopted as part of this project and listed in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) adopted as part of the this permit. The following changes shall be made to the mitigation measures:

a) Mitigation Measure 1 (b) shall be revised to read: "The height of light standards shall not exceed 14.5 feet in height."
b) Mitigation Measure 1 shall be amended by adding the following language : "(c) parking lot light fixtures shall be equipped with cut off lenses. " "(d) parking lot lights shall be turned off when not needed."
c) Mitigation 5 shall be deleted.
d) Mitigation 5 shall be revised to read as follows: "If historic, archeological, paleontological or Native American materials or artifacts are identified during project construction, including work within a State right-of-way, work on the project shall cease until a resource protection plan conforming to CEQA Section 15064.5 is prepared by a qualified archeologist and/or paleontologist and approved by the St. Helena Planning Director. For discoveries of cultural resources in a State right-of-way, the Caltrans District 4 Cultural Resource Study Office shall be contacted immediately. Project work may be resumed in compliance with such plans. If human remains are encountered, the County Coroner shall be contacted immediately and the provisions of State law carried out. This mitigation measure shall be noted on construction plans and specifications."

21. No signs shall be installed without approval of a Sign Permit, as required by the City's Sign Ordinance.

22. The applicant shall construct a temporary vehicular and pedestrian barrier between the Carpy property and the Conolly property to the south that shall remain in place during the construction period. The barrier shall be removed following granting of a Certificate of Occupancy by the City.

23. The existing on-site septic system for the Carpy house shall be disconnected and connected t the private septic system serving the Markham/CIA/Wine Country Inn prior to commencement of grading work on the parking lot. A sewer line permit shall be obtained from the Napa County Environmental Management Department.

Approved at a Regular Meeting of the St. Helena City Council on September 12, 2006 by the following vote:

AYES: Councilmembers Novak, Schoch, Potter, Mayor Britton
NOES: Councilmember Sklar
ABSENT: None

APPROVED:

Delford Britton
Mayor

ATTEST:

Delia Guijosa
City Clerk

CITY OF ST. HELENA Incorporated March 24, 1876 Reincorporated May 14, 1886 STATE OF CALIFORNIA

CITY OF ST. HELENA

RESOLUTION NO. 2008-76

APPROVING AN INCREASE TO THE REGULATED FOOD AND BEVERAGE ESTABLISHMENTS INVENTORY, A USE PERMIT AMENDMENT TO INCREASE ENROLLMENT, TO MODIFY CONDITIONS PERTAINING TO ADVERTISING, TO CONSTRUCT A NEW TEACHING KITCHEN, TO RELOCATE THE TEACHING KITCHEN AND TO ADD A CAFÉ/DELICATESSAN FOR THE CULINARY INSTITUTE OF AMERICA AT 2555 MAIN STREET

RECITALS

1. The Culinary Institute of America at Greystone (the "CIA") submitted an application to make improvements to its existing facilities to allow for an increase in enrollment and to meet the overall operational needs of the main campus and its off-site dormitory.

The project involves two sites; the Greystone Campus at 2555 Main Street and the Vineyard Lodge complex located at 830 Pratt Avenue. The modifications to the Pratt Avenue site are addressed in Resolution No. 2008-75 approved by the City Council on August 26, 2008.

2. The project components at the Greystone campus consist of an increase in student enrollment from 104 students to 200 students, establishment of a new 25-35 seat café/delicatessen, relocated retail store, construction of a new teaching kitchen, relocation of the chocolate room, and an amendment to the existing water use agreement.

3. The existing parking at the Greystone campus provides for 261 spaces. This includes the new parking lot which an additional 85 space parking lot to the existing 176 space primary parking lot in 2006.

4. The Culinary Institute of America was first approved in 1993. The original use permit #93-105 has been amended several times as reflected in permit amendments approved in the years 1996, 1997, 2001, 2003, 2004, 2006 and 2007.

5. The Planning Commission considered the project, including modifications to the 2555 Main Street campus and to the 830 Pratt Avenue campus at noticed public hearings held on July 1, 2008 and July 15, 2008.

6. An Initial Study was prepared and circulated for public comment from June 12, 2008 through July 15, 2008. The Commission recommended adoption of a Resolution Adopting a Mitigated Negative Declaration and Mitigation Monitoring Program for the project.

7. The Planning Commission recommended approval of the Use Permit Amendment to the City Council on July 15, 2008.

8. The City Council of the City of St. Helena, State of California, held a noticed public hearing for this project on August 26, 2008.

RESOLUTION

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

A. The Planning Commission considered and adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project as reflected in Resolution No. 2008-74 approved by the City Council on August 26, 2008.

B. The Planning Commission makes the following Use Permit findings, Section 17.168.050, to support the motion to approve the Use Permit Amendment:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.
2. That the proposed use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses.
3. That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan.
4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.
5. That the proposed use would provide adequate ingress and egress to and from the proposed location.
6. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy.
7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.
8. That the proposed use would not be in conflict with the City's General Plan.
9. That the proposed use would not be injurious to public health, safety, or welfare.
10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.
11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.
12. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.

C. The Use Permit Amendment for the above described use is granted subject to compliance with the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

1. The Use Permit Amendment shall be vested within one (1) year from the date of approval. A building permit for the use allowed under this Use Permit shall have been obtained within one (1) year from the effective date of the Use Permit or the Use Permit shall expire; provided however that the Use Permit may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.130, Extension of Permits and Approvals.

2. This permit is valid for this use only. New permits must be applied for upon any change in use. These permits will expire if the use is discontinued pursuant to then existing ordinances and regulations.

3. The Use Permit Amendment shall not become effective until fourteen (14) calendar days after approval, providing that the action is not appealed by the City Council or any other interested party within that 14 day period.

4. Any request for an extension of the Use Permit Amendment must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

5. All required fees, including planning fees, development fees, housing fees, building fees toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit. Fees shall be those in effect at the time of the issuance of the building permit.

6. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.

7. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

8. The Planning Director may approve minor modification provided they are in general compliance with the project as approved by the City Council.

9. 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 owner/applicant is responsible for meeting with the Building Official / Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.

11. All uses shall be in compliance with the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan as adopted with Resolution No. 2008-74 approved by the City Council on August 26, 2008.

12. Condition 10A of Use Permit #93-105 is amended to allow an expansion of the student enrollment at the Greystone campus from 104 students to 200 students.

13. Construction shall be in compliance with plans marked Greystone Campus Exhibit B reviewed and approved by the Planning Commission on July 15, 2008. Use Permit #93-105 is amended to modify the floor plan and uses of the Greystone building as follows:

- To relocate the existing retail store consistent with Greystone Campus Exhibit B. The proposed new location will occupy a portion of the current CIA museum and will remain at 3,100 sq. ft. The expansion is an effort to provide students with an educational retail environment not currently available on site.
- To construct a new teaching kitchen consistent with Greystone Campus Exhibit B. The teaching kitchen will be located in the space occupied by the existing retail store. The kitchen will be 2,871 sq. ft. which will provide larger and more efficient educational facility for students.
- To relocate the existing third floor chocolate room to the first floor consistent with Greystone Campus Exhibit B. The chocolate room will provide a larger and more efficient educational facility for students for making chocolates.

14. Use Permit #93-105, as amended in 1996 is amended as follows to remove restrictions pertaining to advertising of the retail store to allow advertising in national and/or visitor oriented publications and the applicant's web site. The revised condition shall state:

A 3,100 s.f. campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. - 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Only food items prepared by students or specialty products such as olive oils, vinegars and spices shall be permitted to be sold at the campus store. No deli food items may be sold. Bottled wine sales may be permitted. No other retail spaces shall

be created. The store may be advertised in educational, food service, trade and Napa county newspapers of record. ~~No advertising will be placed in national consumer publications or visitor oriented publications.~~ Site signage will be placed to direct visitors to the store, a maximum of 2 in main lot, one by restaurant and one by the main entry. No signage for the campus store shall be visible from Hwy. 29. No wine tasting facility is authorized by this permit approval. The campus store shall not be subleased to another entity but may be managed by another entity. No retail or other space shall be sublet to operators other than the CIA.

15. A new 25-35 seat café/delicatessen may be constructed on the first floor consistent with Greystone Campus Exhibit B. The primary purpose of the café is to satisfy an educational requirement of students in its Baking and Pastry Program. The Regulated Eating and Drinking Establishments Inventory shall be amended to reflect 31 restaurants.

16. Where the property adjoins agricultural districts, there exists a right-to-farm the adjoining property. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.

17. To reduce disturbance of residents in the project vicinity, construction activities which generate noise that can be heard at the property line of any parcel of real property within the City limits shall be limited to 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to 7:00 a.m. to 6:00 p.m. Exceptions to these time restrictions may be granted by the Public Works Director for one of the following reasons: (1) inclement weather affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance of such work. No construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.

Agenda Item #5.2.

Approved at a Regular Meeting of the St. Helena City Council on August 26, 2008, by the following vote:

AYES: Councilmembers Schoch, Sklar, Novak, Potter, Mayor Britton
NOES: None

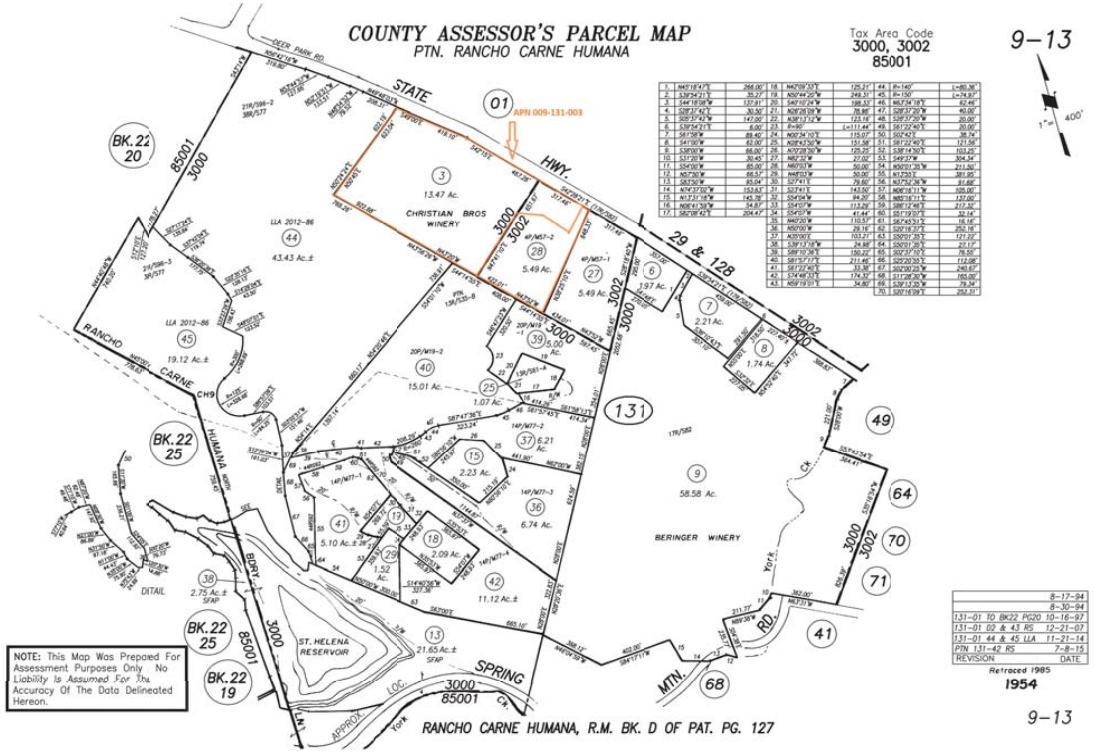
APPROVED:

Delford Britton
Mayor

ATTEST:

Delia Guijosa
City Clerk

Attachment 3



Agenda Item #5.2.



Agenda Item #5.2.

Attachment 5

RECEIVED
PLANNING DEPARTMENT
JUN 27 2016
City of St. Helena

GREYSTONE MASTER PLAN PROJECT DESCRIPTION

The Culinary Institute of America (the "CIA") currently has an enrollment of 200 students at its historic property located at 2555 Main Street *"Greystone"). The CIA recently purchased the American Center for Wine Food & the Arts ("Copia") in the City of Napa. The acquisition of Copia allows the CIA to reduce the number of employees, culinary enthusiast education, and large scale events at Greystone by relocating employees, programs, and event activities to Copia. The CIA proposes a major reprogramming of the activities at Greystone ("Master Plan") under which it will renovate portions of the Greystone interior to provide additional and more efficient educational facilities while substantially reducing traffic, water, effluent and energy consumption at this historic facility. Under the Master Plan the CIA proposes expanding its current student enrollment of 200 students by 100 students to a total student capacity of 300 (a reduction of 20 students from that originally proposed in the CIA's neighborhood meeting in April). In conjunction with the Master Plan the CIA is requesting approval of additional student housing at the Vineyard Lodge property on Pratt Avenue.

To implement the Master Plan the CIA proposes certain modifications to the Greystone Campus, the vast majority of which are interior renovations not visible from the exterior. In a separate application the CIA proposes an expansion of housing at the Vineyard Lodge site that is intrinsically intertwined with the CIA's Master Plan by allowing it to build additional housing that will not only accommodate the expanded student enrollment, but also allow it to provide additional housing for students who are currently housed in the St. Helena community and elsewhere. The modifications to the Vineyard Lodge property are set forth in the Project Description for that property, but are requested as complementary improvements to the Master Plan.

1. Master Plan at Greystone Site:

The CIA proposes the following Use Permit amendments for the Greystone site:

- Increase enrollment to 300 students.
- Approval for excavation of a storage cave under the Wine Spectator Greystone Restaurant ("WSGR") and the addition of modular units secluded behind the Greystone building. A geotechnical report regarding the cave storage excavation from Condor Earth Technologies, Inc. is attached and concludes that these soils are appropriate for development of the cave. In addition, the CIA separately has requested approval of a very modest improvement for additional storage adjacent and behind the Williams Flavor Discovery Center ("FDC") in the original Greystone Gate House.
- The Master Plan will then be implemented by an interior renovation project that accomplishes the following:

- areas along with a Student Learning Commons. At the north end of the first floor the CIA will excavate caves (under the current second floor terrace) that will provide storage areas.

- On the Second Floor, the WSGR will be closed and converted to a Student Dining Commons along with the development of a new Special Events Kitchen on the Second Floor.

- On the Third Floor and new Baking and Pastry Kitchen will be developed at the south end. The existing Teaching Kitchens on the north end will be demolished and rebuilt to provide two new Skill Development kitchens in the former bake shop area along with a Teaching Kitchen, a Garde Manager Kitchen, a Multi-use Kitchen, an Ala Carte Kitchen, storage and a Specialty Kitchen essential to provide the educational facilities necessary for professional culinary education in the 21st Century.

- Finally, a small number of additional storage facilities will be added on the outside of the Third Floor on the back of the historic Greystone facility, visible solely to those students, staff, and those visitors who traverse the driveway at the rear end of the property, and not at all visible from Main Street or elsewhere, and a minor storage addition has been proposed to the rear of the FDC that will also not be visible from off-site.

These modifications will result in a substantial reduction of impacts at Greystone, notwithstanding the expanded student capacity. The reduced impacts arise from the following changes to the programming at the site:

- The WSGR is currently operated as a 190 seat restaurant open 362 days per year with lunch and dinner service. The CIA has operated a teaching kitchen in the FDC for a number of years that allows students in the Farm to Table component of their educational program to have experience from growing and harvesting the food, to preparing and serving the food in an educational setting with 58 seats. In conjunction with the use permit amendments contemplated under this Master Plan, the WSGR will be eliminated and the CIA's restaurant on this property will be moved to the FDC with the capacity remaining at 58 seats, resulting in the elimination of 190 seats at this campus. The new restaurant will be student-run, and will serve meals only five days a week for 36 weeks (180 days) per year rather than the WSGR which operated 362 days per year and served lunches and dinners.

- The elimination of a 190 seat restaurant, along with the relocation of employees, programs, events to Copia, substantially reduces traffic (see enclosed report from Crane Transportation Group ("CTG") at the site. The CTG report calculates that, under the Master Plan, the traffic from Greystone would reduce traffic on State Route 29-128 by at least 15 two-

way trips during AM peak traffic periods, along with a reduction of 21 two-way trips during the peak PM traffic periods to and from the Greystone campus results in a significant and substantial overall reduction of traffic along this route during peak traffic hours. Most importantly, notwithstanding the implementation of the Master Plan, the traffic resulting from the project does not cause the intersection at Main Street – Pratt Avenue to exceed signal light warrants for that intersection, notwithstanding the development of the Las Alcobas Hotel development.

- In addition to the reduction in two-way trips at peak hours resulting from the Master Plan at Greystone, the Master Plan will also result in a substantial reduction in effluent disposal for activities at Greystone as set forth in the Wastewater Feasibility Analysis from Summit Engineering which concludes that the wastewater flows from Greystone will decrease below the design capacity and historical CIA allocation at the Markham Combined Wastewater System ("MCWS").

- In its Water Availability Analysis ("WAA") Summit also concludes that the use of City water under the CIA Greystone site Water Agreement with the City of St. Helena will be substantially reduced. Under the current Water Agreement the Greystone Property is allowed to utilize an Annual Limit equal to an average of 15,900 gpd. The dishwashing and other kitchen facilities are out-dated, and fail to meet current water use efficiency requirements. The renovation plan discussed above will result in the elimination of the existing three separate dish wash rooms, and replacement with a single dish room. The new dishwashing equipment alone will result in a savings of approximately 1,200,000 gallons per year. The elimination of the WSGR, the reduction of employees, and the relocation of programs and events to Copia will also contribute to a reduction in the quantity of water use at Greystone to only a proposed demand of 9,867 gpd. Under previous Use Permit Amendments, the CIA has transferred allowable usage from its Vineyard Lodge site to Greystone, and then later on the expansion of housing at Vineyard Lodge, has transferred allowable water usage back to the Vineyard Lodge. In addition to the 15,900 gpd allowed at the Greystone site, the CIA's Annual Limit at Vineyard Lodge is based on an allowable 4,750 gpd for a total combined Annual Limit based on an average of 20,650 gpd. Because these two facilities are inter-related, the CIA proposes in this application that the two separate Water Agreements for these two properties be combined into one single Water Agreement with a total Annual Limit based on 20,650 gpd. This combined Water Agreement would be "water neutral" because the total capacity would not exceed the current allowable use, but would simplify management and operational issues by allowing the CIA to apportion water use as needed between these two facilities that are jointly necessary for the delivery of its educational programs without the need to reallocate water use under separate Water Agreements.

- Finally, this project is "water neutral" because the CIA has the ability to provide additional on-site water from previously approved wells on its parcels on Main Street. The CIA currently uses its on-site water well solely for landscaping needs, but the CIA received approval to utilize well water for domestic water in Resolution 2008-77. In conjunction with the Master Plan the CIA initially will continue to utilize its wells for landscaping purposes. In the event that water use increases beyond the levels calculated by Summit, the CIA has the ability to supplement domestic water use through the connection of its current wells to the domestic water system at Greystone once it receives proper permitting from the County of Napa Environmental Services Department.

2. Modification of Condition 10.D.

Section 10.D of the original Greystone Use Permit, Resolution 93-105, initially imposed strict restrictions on advertising the Retail Store within Greystone. In Resolution 2008-76 those advertising restrictions were eliminated, but Condition 10.D continued to provide specific requirements regarding signage, including the location of one sign "by the restaurant" (referencing the WSGR). Under this application the WSGR will be removed, and the FDC will become a new restaurant in a different location. The Condition further imposed restrictive provisions regarding the CIA's ability to structure operation of the store. The CIA believes that specific signage and operational restrictions are unnecessary when the CIA has proven over a number of years that it operates the property to the highest standards. As a result, the CIA proposes that Condition 10.D be revised to read as follows:

A 3,100 s.f. campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. – 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Only food items prepared by students or specialty products such as olive oils, vinegars and spices shall be permitted to be sold at the campus store. No deli food items may be sold. Bottled wine sales may be permitted. No other retail spaces shall be created. The store may be advertised in educational, food service, trade and Napa county newspapers of record. Site signage shall comply with the St. Helena sign ordinance. No wine tasting facility is authorized by this permit.

Summary.

The CIA has continuously striven to develop a world class educational institution in the City of St. Helena, while providing a setting for local residents and non-profits to utilize the historic Greystone building for celebrations and fundraising activities. The purchase of the Copia property allows the CIA to relocate staff and programs that will reduce the intensity of operations at Greystone, and allow improvements at this site that will markedly enhance the educational experience while at the same time preserving facilities for important community activities. The CIA's students are a critical part of the employment workforce in the hospitality industry in St. Helena and the surrounding

area. The expansion of the educational program will provide additional restaurant workers during a period when identifying and hiring trained and qualified staff is increasingly difficult. With the expansion of its student enrollment, the CIA feels it has a responsibility to add even more housing than the additional number of students that will be enrolled so that its housing will improve the housing stock, not just maintain the status quo. The CIA's request for additional housing is included in its Use Permit Amendment request for the Vineyard Lodge, which is inter-related with this Master Plan approval.

Attachment 6



THE CULINARY INSTITUTE OF AMERICA AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

USE PERMIT AND DESIGN REVIEW SUBMITTAL

Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111
415 421 1680

PROJECT TEAM

CLIENT
CULINARY INSTITUTE OF AMERICA
2555 MAIN STREET
ST. HELENA, CA 94574

ARCHITECT
ARCHITECTURAL RESOURCES GROUP, INC.
PIER 9, THE EMBARCADERO, SUITE 107
SAN FRANCISCO, CA 94111

MECHANICAL / PLUMBING ENGINEER
THE ENGINEERING PARTNERSHIP
100 BUSH CREEK ROAD, SUITE 204
SANTA ROSA, CA 95404

CIVIL ENGINEER
SUMMIT ENGINEERING, INC.
465 AVIATION BLVD, STE 200
SANTA ROSA, CA 95403

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T1.1 MAP OF EASEMENTS

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C-2 UTILITY PLAN - ENLARGED SOUTH
C-3 UTILITY PLAN - ENLARGED NORTH

ARCHITECTURAL
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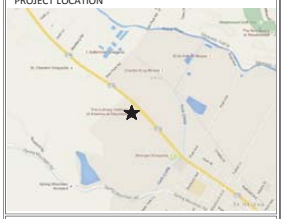
A1.0-A SITE PHOTOS
A1.0-B SITE PHOTOS CONTINUED
A1.1 FIRST FLOOR PLAN - EXISTING
A1.2 SECOND FLOOR PLAN - EXISTING
A1.3 THIRD FLOOR PLAN - EXISTING
A2.1 FIRST FLOOR PLAN - PROPOSED
A2.1a FIRST FLOOR ENLARGED PLAN - PROPOSED
A2.2 SECOND FLOOR PLAN - PROPOSED
A2.3 THIRD FLOOR PLAN - PROPOSED
A2.4 ROOF PLAN
A3.0 ELEVATIONS - EXISTING
A3.1 ELEVATIONS - PROPOSED
A3.2 SECTIONS

PROJECT LOCATION



PLOT PLAN



NO.	DESCRIPTION	DATE
1	PERMIT RESUB	9/2/2016

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
COVER SHEET

USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

PROJ NO.
11208.01

DRAWN
ZY

CHECKED
NM

DRAWING NO.
T1.0
SHEET OF

ARCHITECTURAL RESOURCES GROUP

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEN DRAWING HAS BEEN REDUCED.

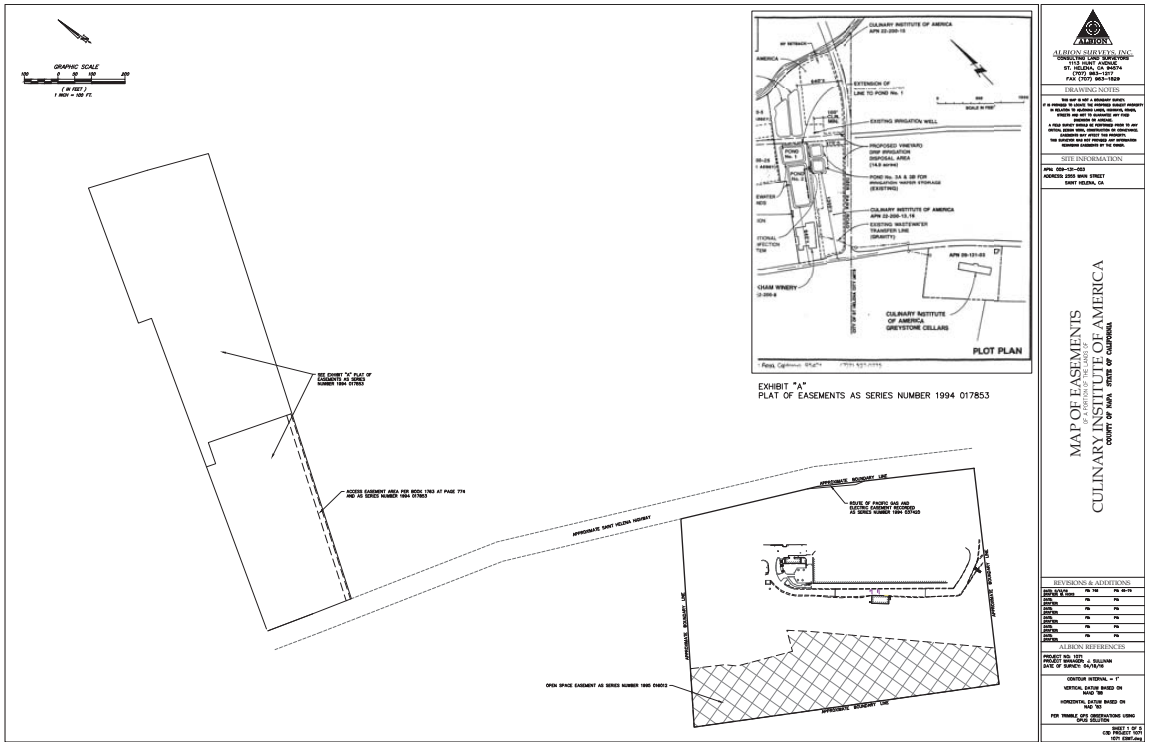


EXHIBIT "A"
PLAT OF EASEMENTS AS SERIES NUMBER 1994 017853

ALBION SURVEYS, INC.
DIRECTING CIVIL SURVEYORS
1113 HUNT AVENUE
ST. HELENA, CA 94574
(707) 963-9181
FAX (707) 963-1629

DRAWING NOTES

THIS MAP IS NOT A BOUNDARY SURVEY.
IT IS INTENDED TO LOCATE THE INSPIRED SUBJECT PROPERTY IN RELATION TO ADJOINING LANDS, ROADS, RIVERS, ETC. AS DEFINED BY RECORD DOCUMENTS OF VARIOUS DATES AND ORIGINS.
A FIELD SURVEY SHOULD BE PERFORMED PRIOR TO ANY CRITICAL DESIGN CONSIDERATIONS OR CONSTRUCTION.
THIS SURVEYOR WAS NOT PROVIDED ANY INFORMATION REGARDING EASEMENTS BY THE OWNER.

SITE INFORMATION

APN: 026-120-003
ADDRESS: 2555 MAIN STREET
SAINT HELENA, CA

MAP OF EASEMENTS
CULINARY INSTITUTE OF AMERICA
COUNTY OF NAPA, STATE OF CALIFORNIA

REVISIONS & ADDITIONS

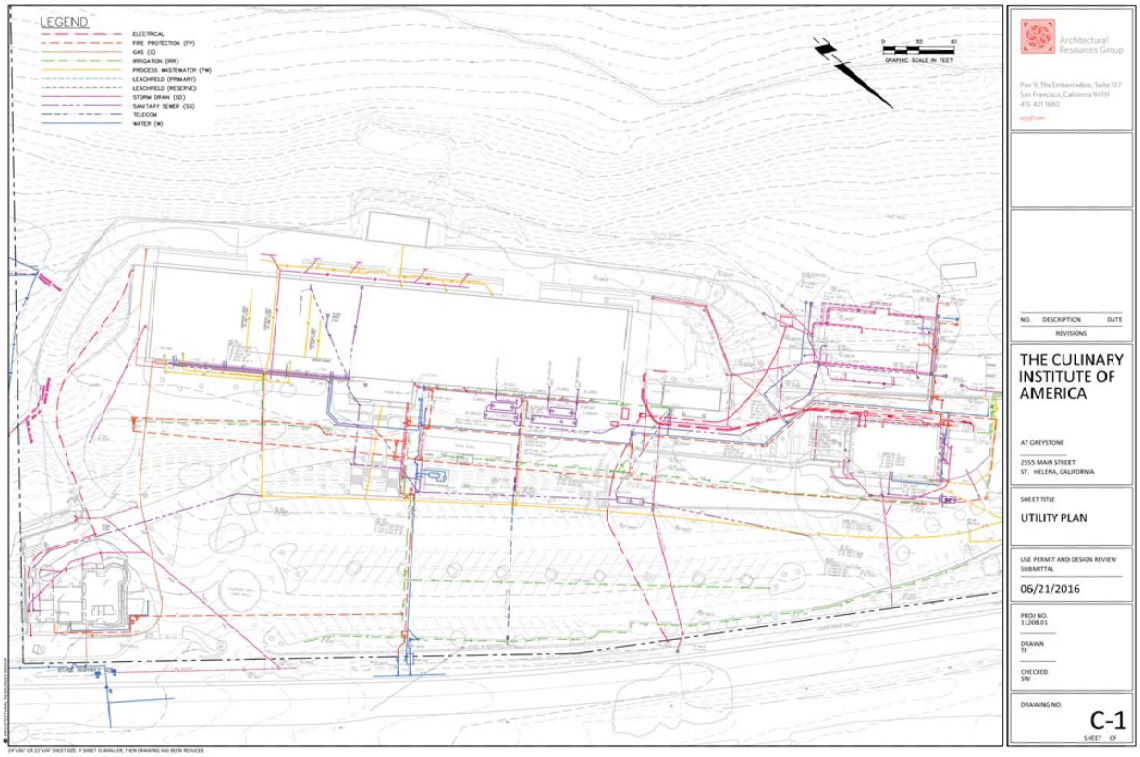
DATE: 5.15.19	PB: TAB	PB: RB-TB
DATE: 5.16.19	PB:	PB:
DATE:	PB:	PB:
DATE:	PB:	PB:
DATE:	PB:	PB:
DATE:	PB:	PB:
DATE:	PB:	PB:
DATE:	PB:	PB:

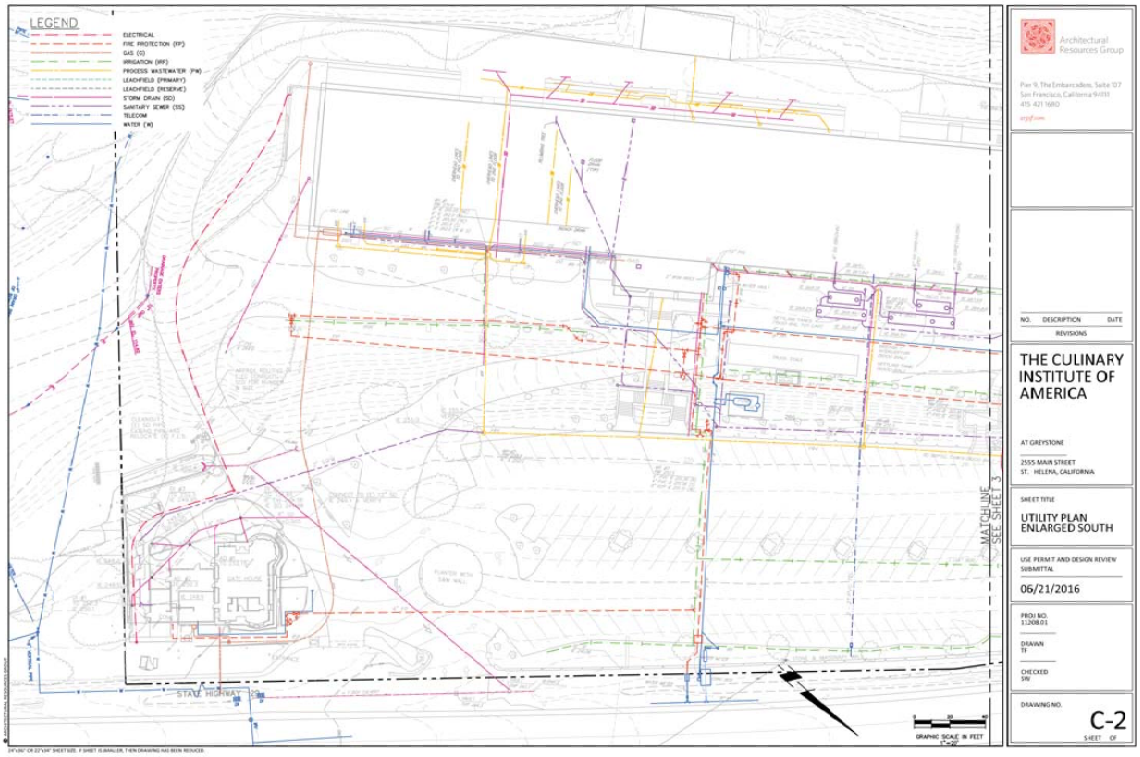
ALBION REFERENCES

PROJECT NO. 1571
PROJECT MANAGER: T. SULLIVAN
DATE OF SURVEY: 04/15/19

CONTOUR INTERVAL = 1'
VERTICAL DATUM BASED ON NAVD '88
HORIZONTAL DATUM BASED ON NAD '83
PER TRIMBLE GPS OBSERVATIONS USING VRS SOLUTION

SHEET 1 OF 2
CSD PROJECT 1571
1571 EXH1.dwg


LEGEND
ELECTRICAL
FIRE PROTECTION (FP)
GAS (G)
IRRIGATION (IRR)
PROCESS WASTEWATER (PW)
LEACHFIELD (PRIMARY)
LEACHFIELD (RESERVE)
STORM DRAIN (SD)
SANITARY SEWER (SS)
TELECOM
WATER (W)
GRAPHIC SCALE IN FEET
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
UTILITY PLAN
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
1208.01
DRAWN
TF
CHECKED
DW
DRAWING NO.
C-1
SHEET OF


LEGEND
ELECTRICAL
FIRE PROTECTION (FP)
GAS (G)
IRRIGATION (IRR)
PROCESS WASTEWATER (PW)
LEACHFIELD (PRIMARY)
LEACHFIELD (RESERVE)
STORM DRAIN (SD)
SANITARY SEWER (SS)
TELECOM
WATER (W)
MATCHLINE SEE SHEET C-3
STATE HIGHWAY 29
GRAPHIC SCALE IN FEET
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
UTILITY PLAN ENLARGED SOUTH
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
1208.01
DRAWN
TF
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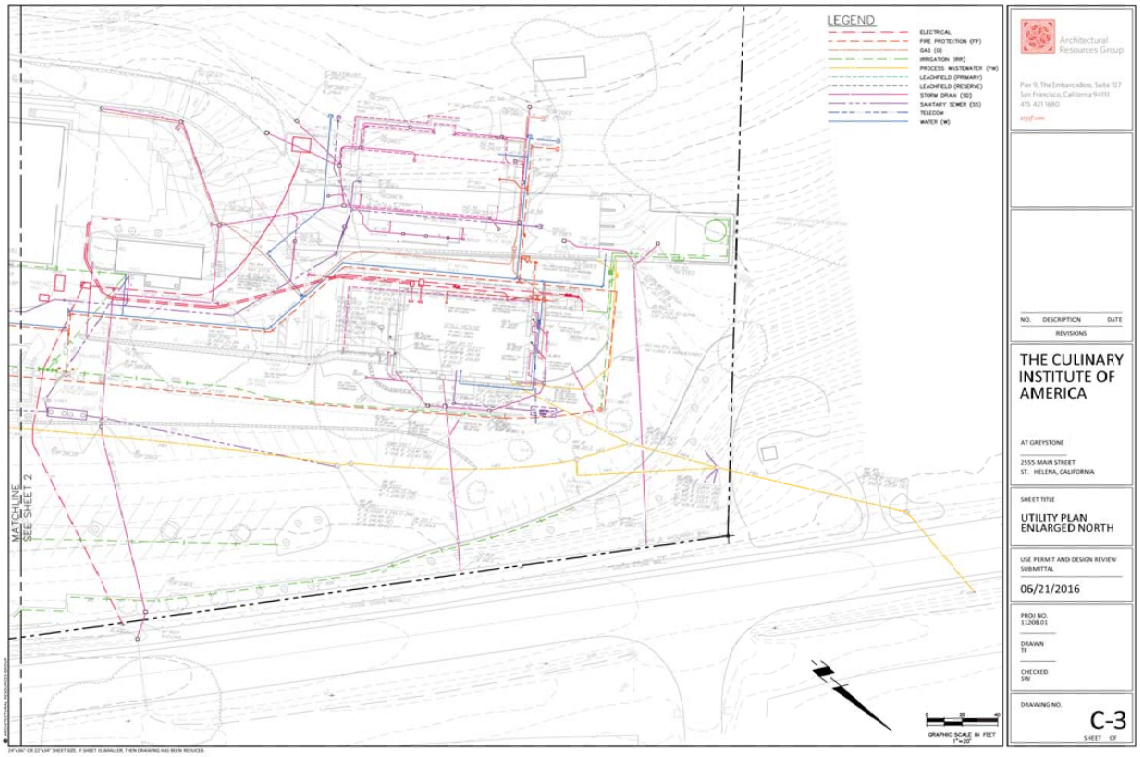
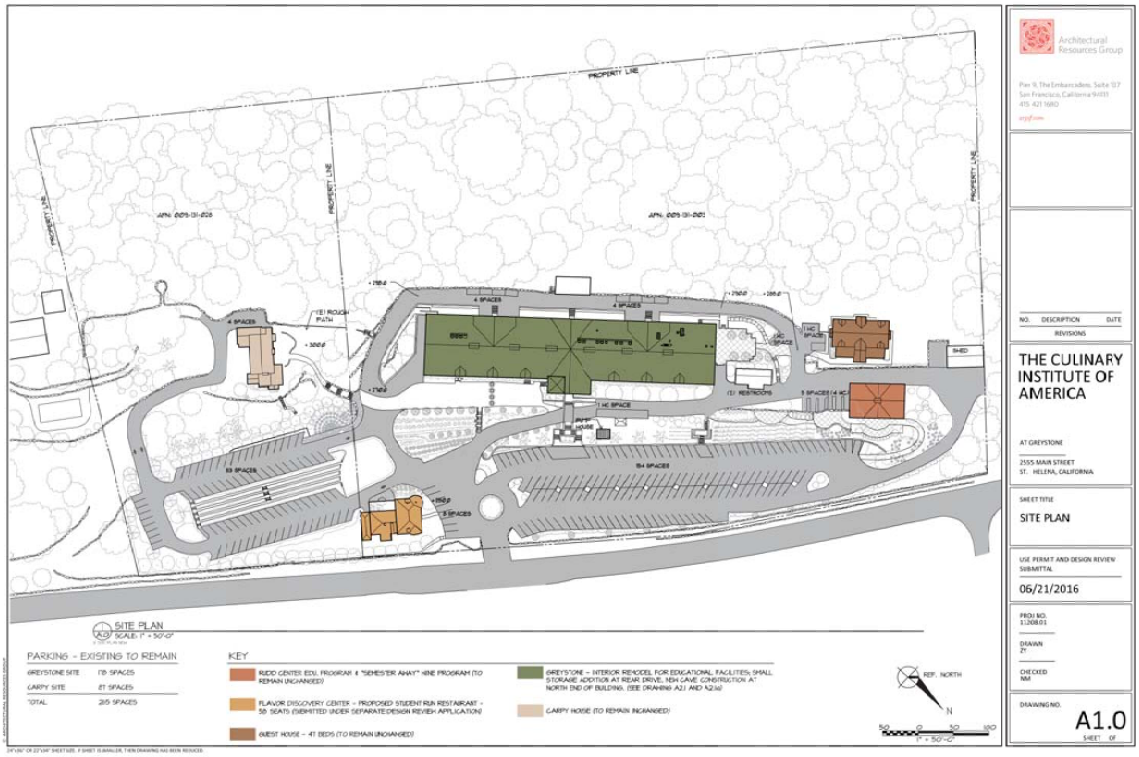
DW
DRAWING NO.
C-2
SHEET OF



Agenda Item #8.2.


PROPERTY LINE
APN: 009-131-026
APN: 009-131-001
4 SPACES
(E) ROUGH PATH
(E) RESTROOMS
1 HC SPACE
SHED
SITE PLAN
SCALE: 1" = 50'-0"
PARKING - EXISTING TO REMAIN
GREYSTONE SITE 178 SPACES
CARPY SITE 87 SPACES
TOTAL 265 SPACES
KEY
RUDD CENTER EDU. PROGRAM & "SEMESTER AWAY" MINE PROGRAM (TO REMAIN UNCHANGED)
FLAVOR DISCOVERY CENTER - PROPOSED STUDENT RUN RESTAURANT - 58 SEATS (SUBMITTED UNDER SEPARATE DESIGN REVIEW APPLICATION)
GUEST HOUSE - 41 BEDS (TO REMAIN UNCHANGED)
GREYSTONE - INTERIOR REMODEL FOR EDUCATIONAL FACILITIES; SMALL STORAGE ADDITION AT REAR DRIVE, NEW CAVE CONSTRUCTION AT NORTH END OF BUILDING. (SEE DRAWING A2.1 AND A2.1a)
CARPY HOUSE (TO REMAIN UNCHANGED)
REF. NORTH
N
50 0 50 100
1" = 50'-0"
Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111
415 421 1680
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
SITE PLAN
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
1120801
DRAWN
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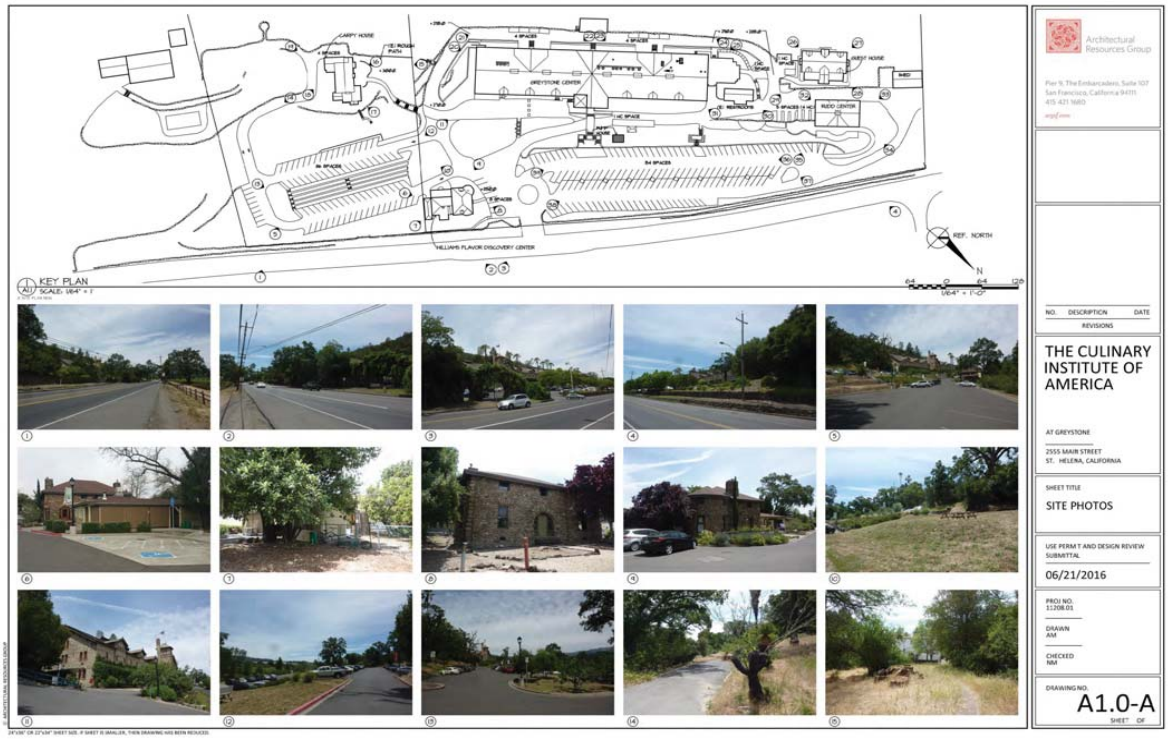
NM
DRAWING NO.
A1.0
SHEET OF


KEY PLAN
SCALE: 1/64" = 1'
REF. NORTH
GREYSTONE CENTER
HELLMAN FLAVOR DISCOVERY CENTER
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
SITE PHOTOS
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
11208.01
DRAWN
AM
CHECKED
NM
DRAWING NO.
A1.0-A
SHEET OF



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NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
SITE PHOTOS CONTINUED

USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

PROJ NO.
11208.01

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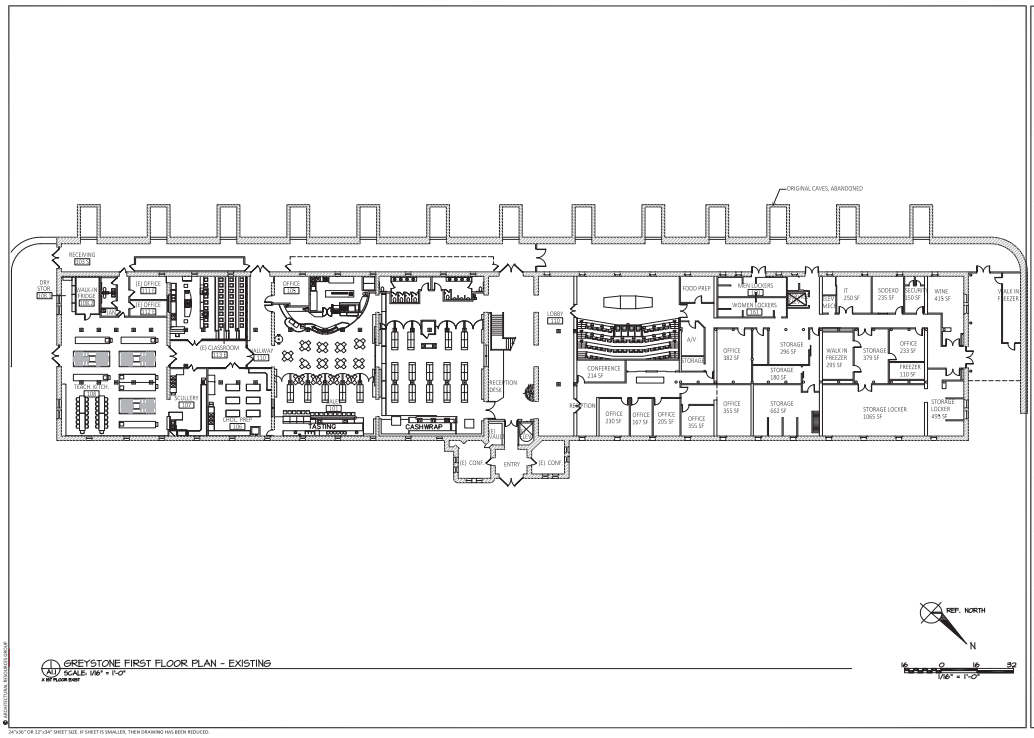
DRAWING NO.
A1.0-B

SHEET OF



24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEM DRAWING HAS BEEN REDUCED.

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415.781.4580

NO.	DESCRIPTION	DATE

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE
FIRST FLOOR PLAN
EXISTING

USE PERMIT AND DESIGN REVIEW SUBMITTAL

06/21/2016

PROJ NO.
11208.01

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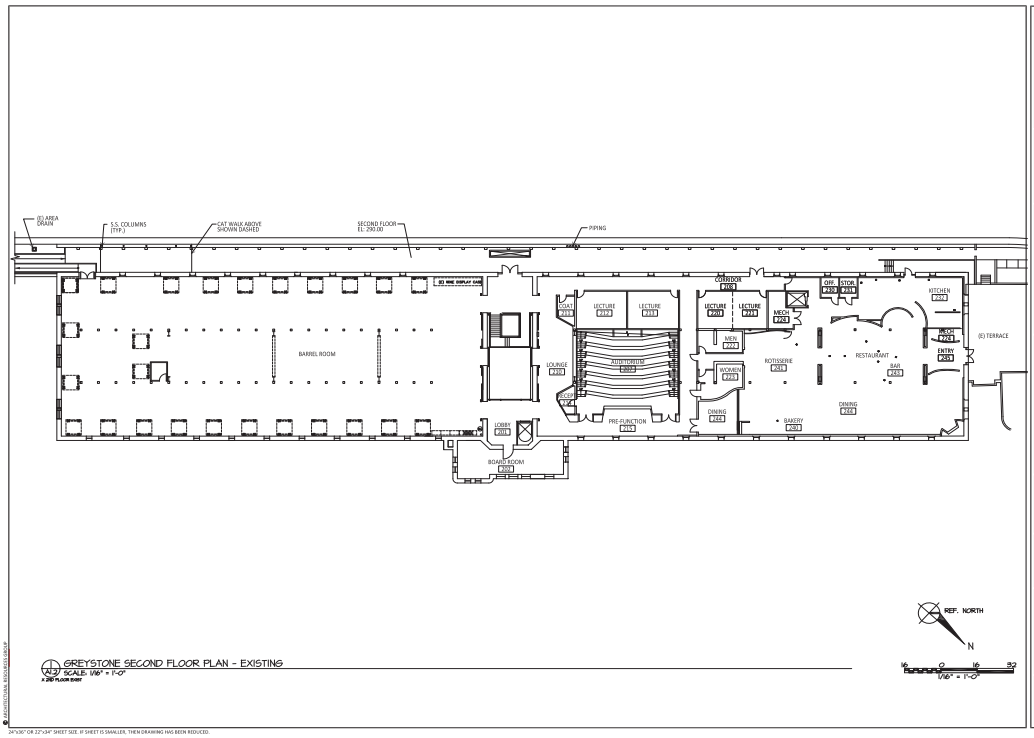
DRAWING NO.
A1.1
SHEET OF

Agenda Item #8.2.



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NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE SECOND FLOOR PLAN EXISTING

USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

PROJ NO.
11208.01

DRAWN
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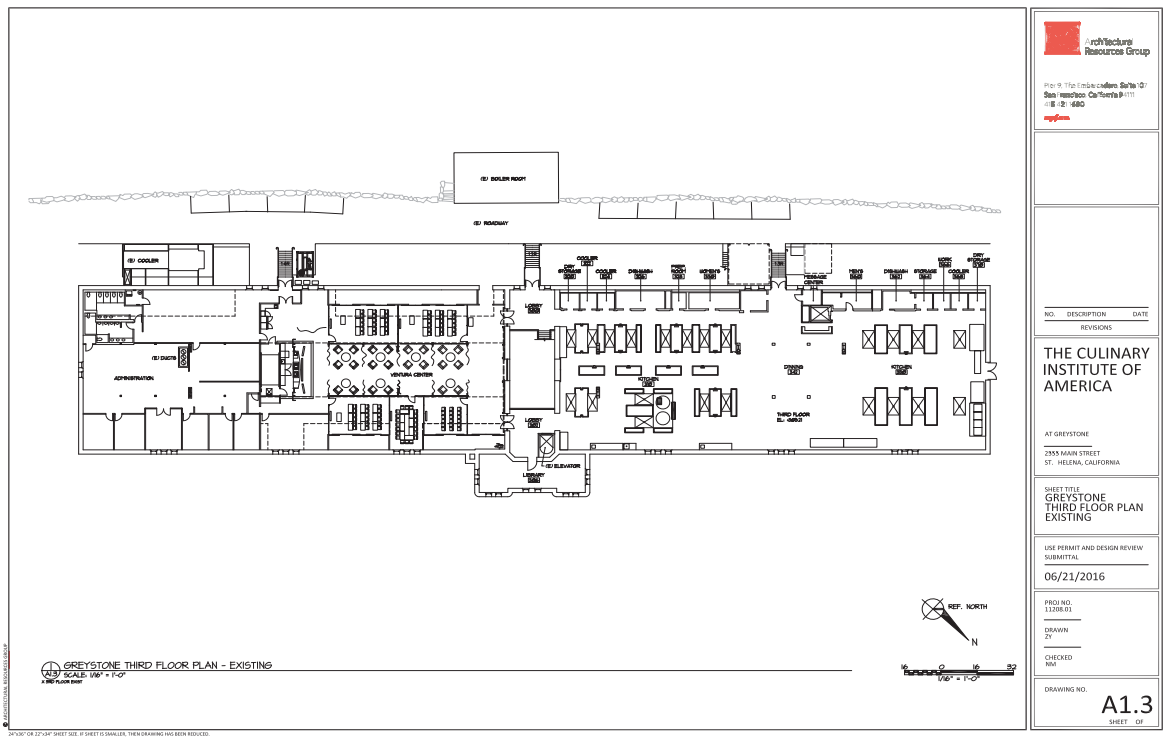
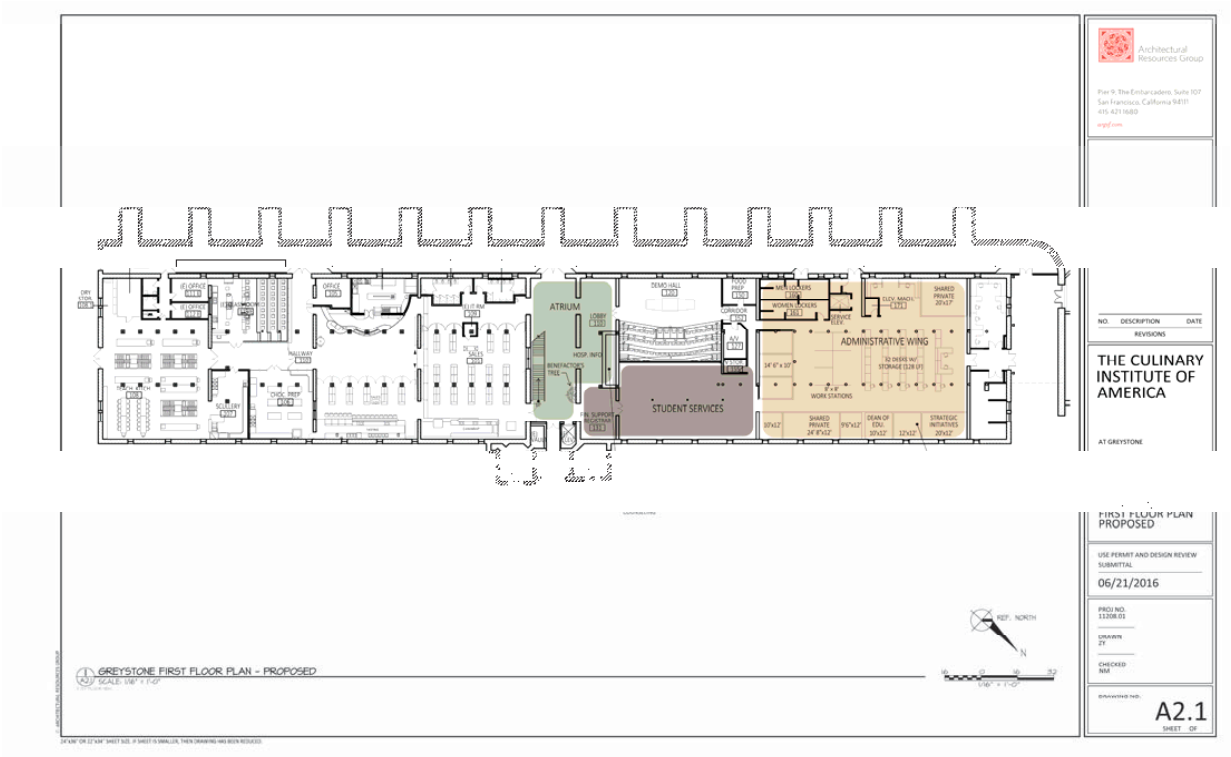
A1.2
SHEET OF

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEM DRAWING HAS BEEN REDUCED.

Agenda Item #8.2.


(E) BOILER ROOM
(E) ROADWAY
(E) COOLER
(E) DUCTS
ADMINISTRATION
VENTURA CENTER
LOBBY
KITCHEN
DRAINER
THIRD FLOOR
(E) ELEVATOR
LIBRARY
REF. NORTH
N
GREYSTONE THIRD FLOOR PLAN - EXISTING
SCALE: 1/16" = 1'-0"
1/16" = 1'-0"
Architecture Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
GREYSTONE THIRD FLOOR PLAN EXISTING
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
11208.01
DRAWN
ZY
CHECKED
NM
DRAWING NO.
A1.3
SHEET OF


Architectural Resources Group
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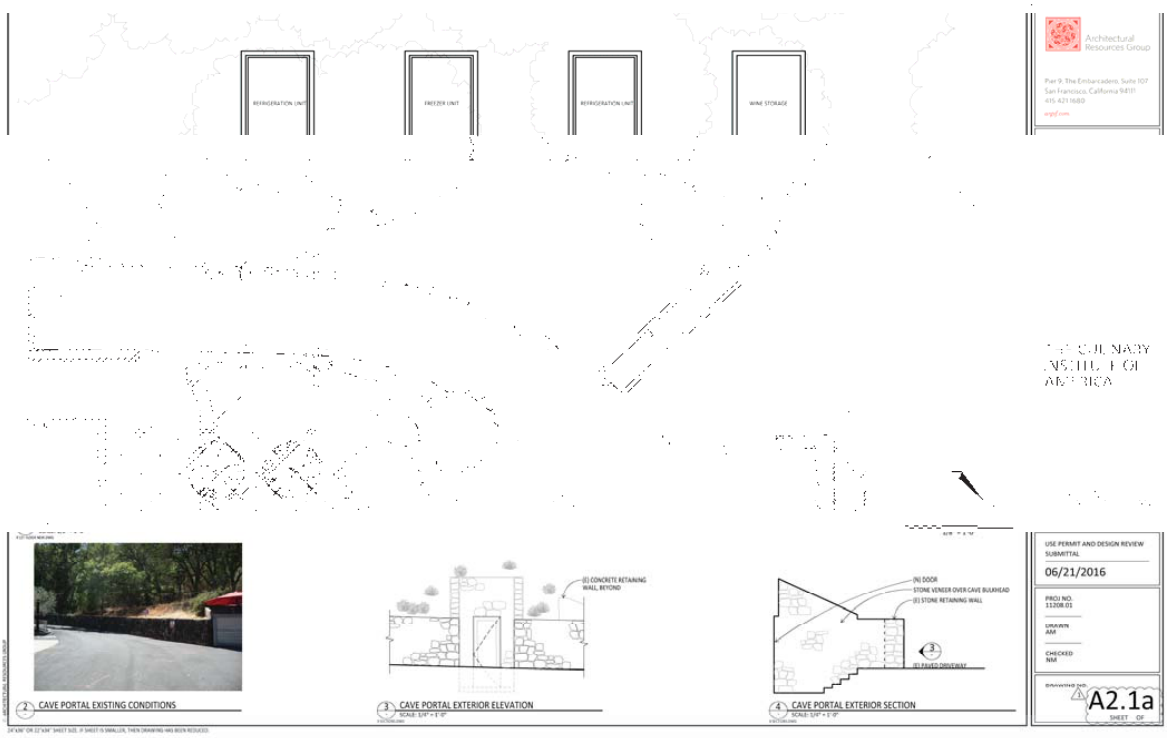
San Francisco, California 94111
415.421.1680
arg-sf.com
ATRIUM
LOBBY
DEMO HALL
ADMINISTRATIVE WING
STUDENT SERVICES
WORK STATIONS
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
FIRST FLOOR PLAN PROPOSED
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
11208.01
DRAWN
ZY
CHECKED
NM
A2.1
SHEET OF
GREYSTONE FIRST FLOOR PLAN - PROPOSED
SCALE: 1/16" = 1'-0"
REF. NORTH
N


REFRIGERATION UNIT
FREEZER UNIT
REFRIGERATION UNIT
WINE STORAGE
Architectural Resources Group
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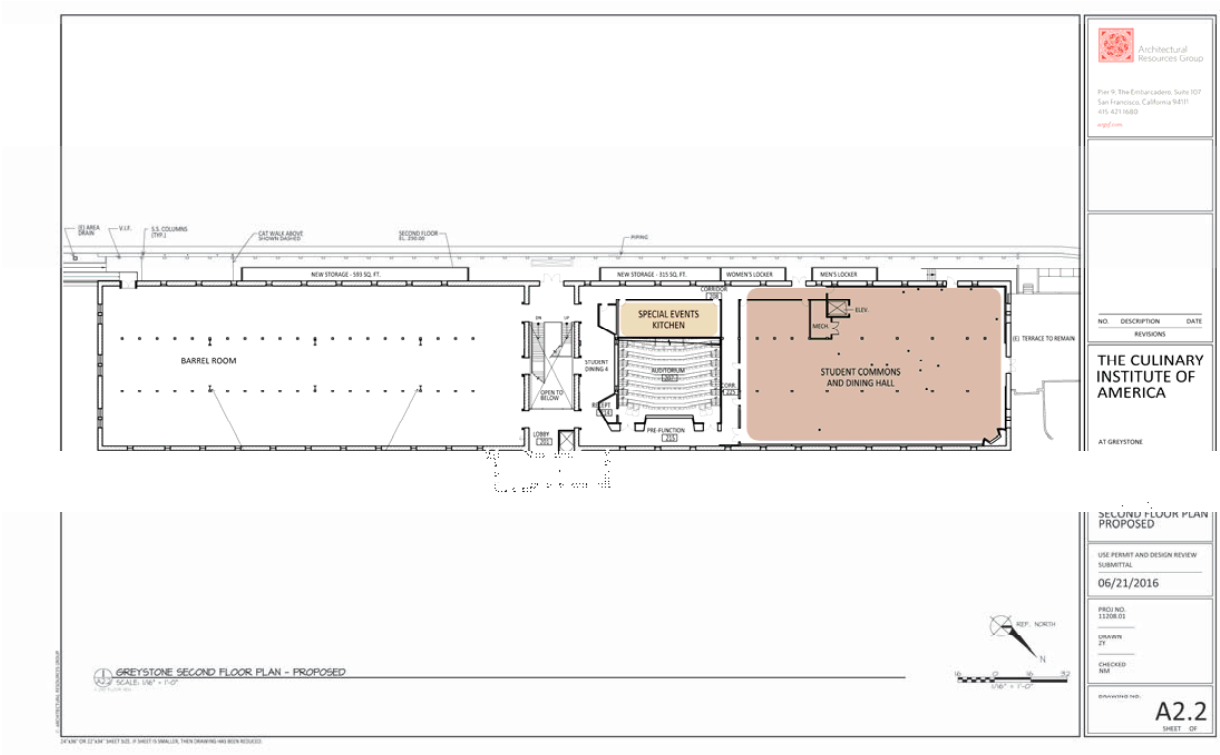
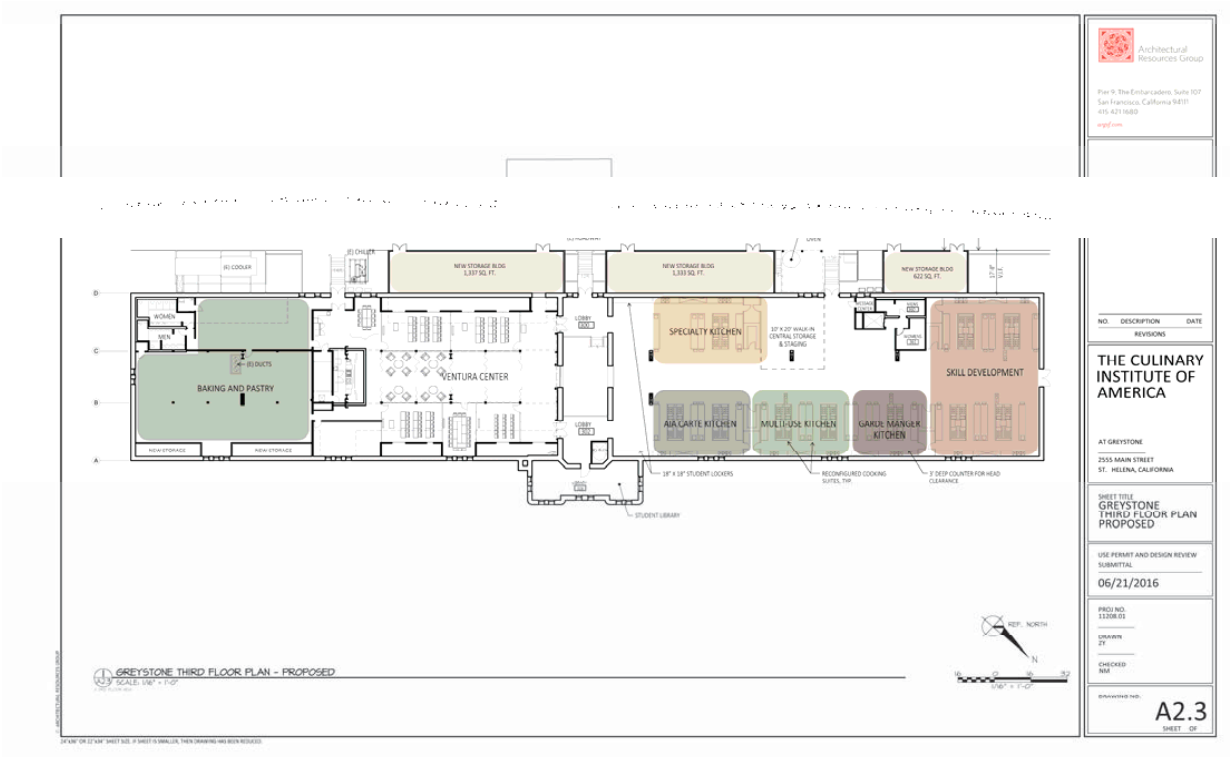
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO.
11208.01
DRAWN
AM
CHECKED
NM
A2.1a
(E) CONCRETE RETAINING WALL, BEYOND
(N) DOOR
STONE VENEER OVER CAVE BULKHEAD
(E) STONE RETAINING WALL
(E) PAVED DRIVEWAY
2 CAVE PORTAL EXISTING CONDITIONS
3 CAVE PORTAL EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"
4 CAVE PORTAL EXTERIOR SECTION
SCALE: 1/8" = 1'-0"



Agenda Item #8.2.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San Francisco, California 94111
415.421.1680
NEW STORAGE BLDG 1,337 SQ. FT.
NEW STORAGE BLDG 1,333 SQ. FT.
NEW STORAGE BLDG 622 SQ. FT.
(E) COOLER
(E) CHILLER
WOMEN
MEN
(E) DUCTS
BAKING AND PASTRY
VENTURA CENTER
LOBBY 300
LOBBY 302
SPECIALTY KITCHEN
10' X 20' WALK-IN CENTRAL STORAGE & STAGING
SKILL DEVELOPMENT
AIA CARTE KITCHEN
MULTI-USE KITCHEN
GARDE MANGER KITCHEN
NEW STORAGE
18" X 18" STUDENT LOCKERS
RECONFIGURED COOKING SUITES, TYP.
3' DEEP COUNTER FOR HEAD CLEARANCE
STUDENT LIBRARY
GREYSTONE THIRD FLOOR PLAN - PROPOSED
SCALE: 1/16" = 1'-0"
REF. NORTH
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
GREYSTONE THIRD FLOOR PLAN PROPOSED
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
PROJ NO. 11208.01
DRAWN ZY
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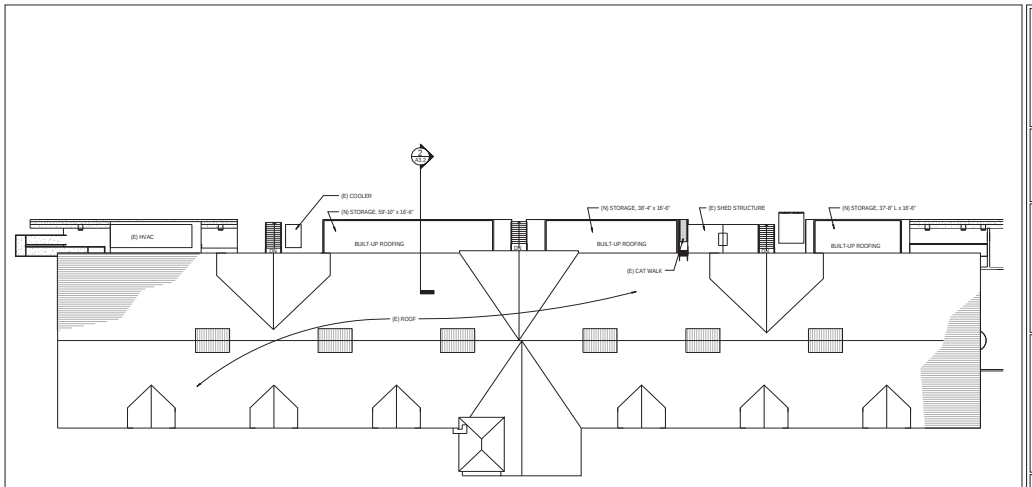
DRAWING NO.
A2.3
SHEET OF



GREYSTONE ROOF PLAN - PROPOSED
1/16" = 1'-0"

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AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE ROOF PLAN - PROPOSED

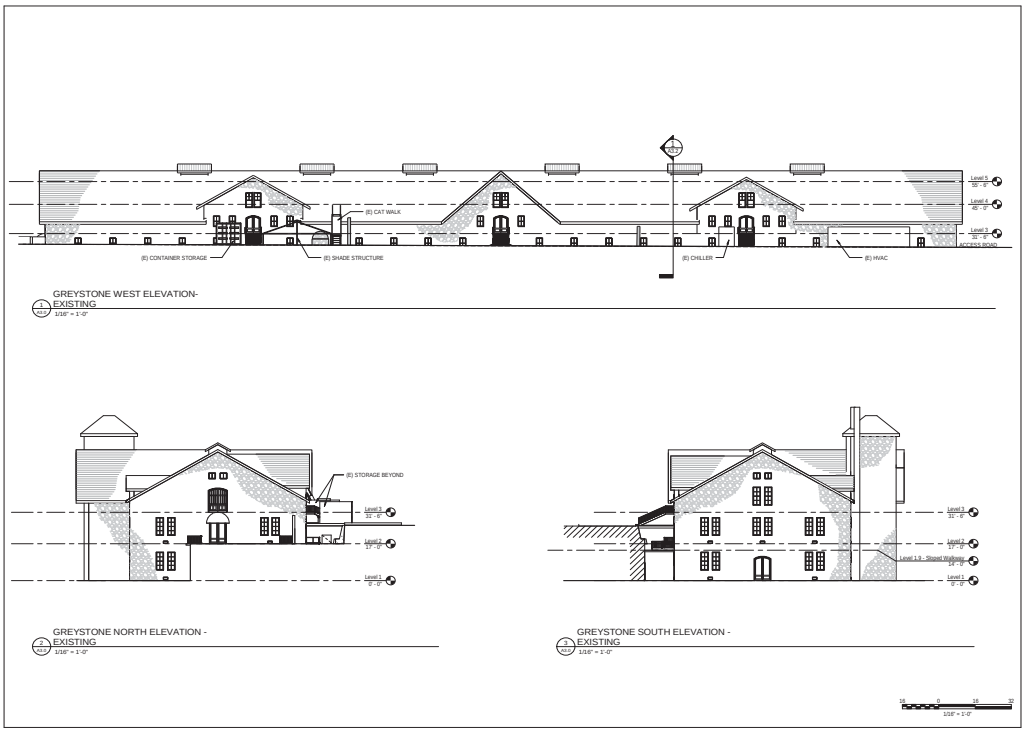
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

PROJ. NO.
11208.01

DRAWN
Author

CHECKED
Checker

DRAWING NO.
A2.4



GREYSTONE WEST ELEVATION- EXISTING
1/16" = 1'-0"

GREYSTONE NORTH ELEVATION - EXISTING
1/16" = 1'-0"

GREYSTONE SOUTH ELEVATION - EXISTING
1/16" = 1'-0"

1/16" = 1'-0"

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REVISIONS

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AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE EXISTING ELEVATIONS

USE PERMIT AND DESIGN REVIEW SUBMITTAL
6/21/2016

PROJ. NO.
1120B.01

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AM

CHECKED
NOM

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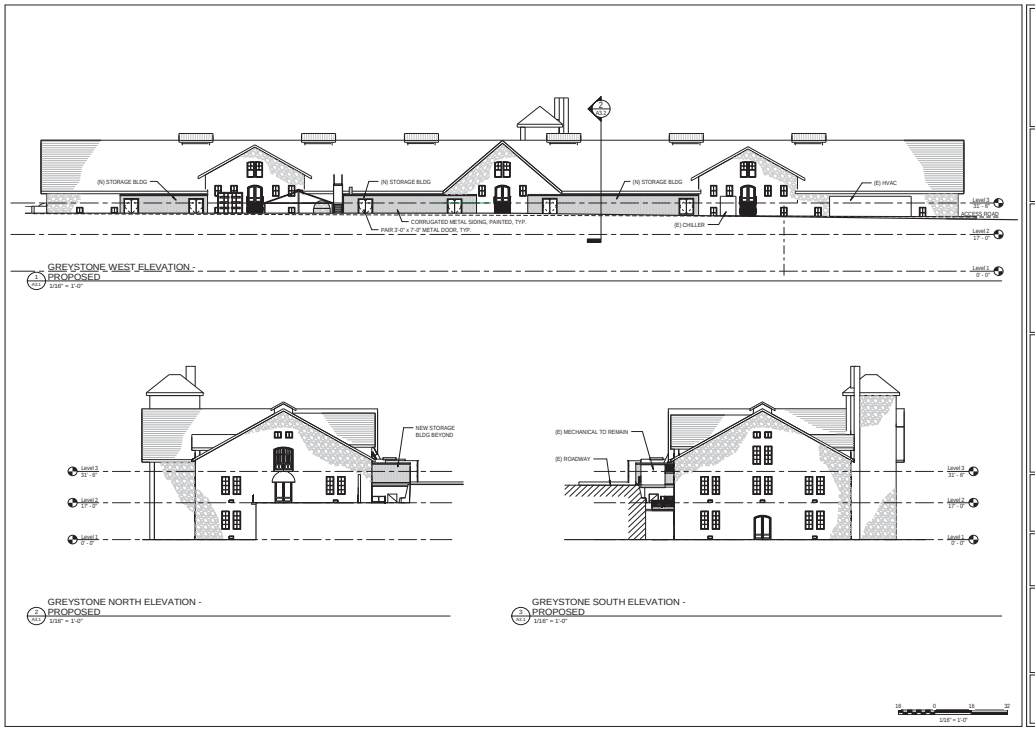
A3.0



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REVISIONS

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AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE PROPOSED ELEVATIONS

USE PERMIT AND DESIGN REVIEW SUBMITTAL

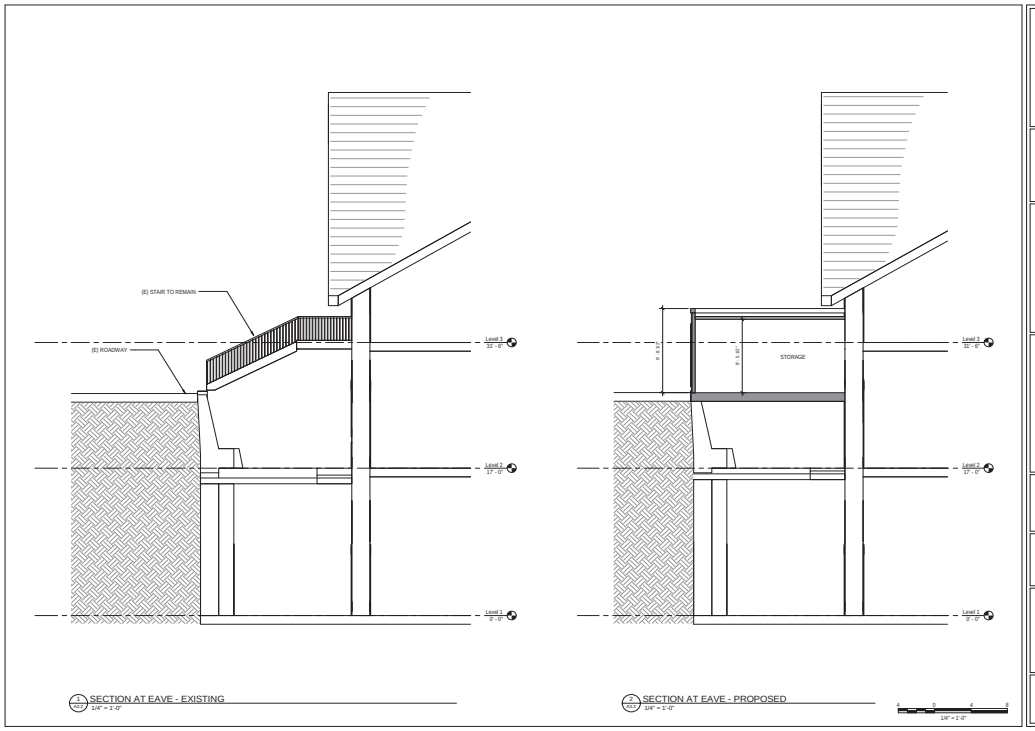
06/21/2016

PROJ. NO.
1120B.01

DRAWN
Author

CHECKED
Checker

DRAWING NO.
A3.1



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AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
SECTIONS

USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

PROJ. NO.
1120B.01

DRAWN
ZV

CHECKED
NOM

DRAWING NO.
A3.2

Culinary Institute of America
Campus Master Plan

Greystone Campus: 2555 Main Street
Vineyard Lodge Housing: 830 Pratt Avenue

Initial Study/Mitigated Negative Declaration

Noah Housh
Planning and Community Improvement Director

December 9, 2016

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

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME: Culinary Institute of America (CIA) Campus Master Plan
2555 Main Street (Greystone Campus)
830 Pratt Avenue (Vineyard Lodge Housing Site)

FILE NUMBER: PL16-042 | 2555 Main Street "Greystone"
PL16-043 | 830 Pratt Avenue "Vineyard Lodge"

SITE ADDRESS: 2555 Main Street, St. Helena, California
830 Pratt Avenue, St. Helena, California

APN: 2555 Main Street: 009-131-003;
830 Pratt Avenue: 009-010-024

GENERAL PLAN: 2555 Main Street –Public; Quasi Public
830 Pratt Avenue- Agriculture

ZONING: 2555 Main Street- Winery, Planned Development, and Historic Preservation overlay.
830 Pratt Avenue- Public, Quasi-Public

APPLICANT: Culinary Institute of America
2555 Main Street
St Helena, CA 94574

CONTACT: Culinary Institute of America
Thomas Bensel, Managing Director
(707) 967-2310

PROJECT DESCRIPTION: The Culinary Institute of America (CIA) at Greystone is proposing a campus master plan to restructure and expand the educational facilities at the Greystone Campus (2555 Main Street) and expand student enrollment from 200 to 300 students. Also proposed is a 4,468 sf underground storage cave and the installation of three modular storage units at the rear of the building. Concurrently, student housing facilities (dormitories) at the Vineyard Lodge Housing Site (830 Pratt Avenue) will be expanded by 123 net new dorm rooms to accommodate a total of 224 residents. The applicant is requesting the following entitlements: Design Review, Use Permit(s), Demolition Permit, and Variance(s).

PREVIOUS CEQA DOCUMENTS:

2555 Main Street: The CIA Part I Environmental Impact Report, SCH 1992103004, Certified 1/11/93
830 Pratt Avenue: Vineyard Lodge Part II Mitigated Negative Declaration SCH No. 200806239, Certified 6/12/2008

PROJECT DESCRIPTION

The Culinary Institute of America (CIA) Campus Master Plan is a proposal to restructure educational facilities at the CIA at Greystone while expanding enrollment from 200 to 300 students. Also proposed is a 4,468 sf underground storage cave and the installation of three modular storage units at the rear of the building. Concurrently, student housing facilities (dormitories) at the Vineyard Lodge Site (830 Pratt Avenue) will be expanded by 123 net new dorm rooms to accommodate a total of 224 residents. The project location consists of two discontiguous sites; the Greystone Campus at 2555 Main Street (APN. 009-131-003) and the Vineyard Lodge Housing site at 830 Pratt Avenue (APN 009-010-024). The two project sites are located approximately one-half mile from each other in northern St. Helena, approximately one mile north of Downtown St. Helena. **Table 1**, included at the end of the project description identifies the existing, proposed, and net changes resulting from the implementation of the proposed project.

The CIA acquired the Greystone property in 1993 to serve as a west coast branch of the Hyde Park CIA campus in New York. The CIA originally envisioned the campus at Greystone to operate as a continuing education facility, but it has since evolved to serve solely as an occupational educational facility offering an Associate in Occupational Studies (AOS) degree program. In 2004 the CIA acquired the Vineyard Lodge Housing site at 830 Pratt Avenue to support the trend towards occupational education and provide affordable housing for students. Consistent with the requirements of the City's Municipal Code, the subject sites currently have active use permits (93-105 for the Greystone Campus; 2004-33 for the Vineyard Lodge Housing site).

EXISTING CONDITIONS

Greystone:
The Greystone Campus exhibits a General Plan land use of Public Quasi Public and Zoning Designation of Winery, Planned Development; Historic Overlay (W:PD:H). While the Winery Zoning Designation is typically confined to winery related uses; the designation is modified by the PD Overlay thereby allowing uses which serve public objectives more fully than development permitted under conventional zoning regulations and authorized by a use permit. The site is comprised of an irregularly formed parcel of approximately 14.7 acres and which is characterized by improved land substantially surrounded by oak woodland. The site features four buildings that include (1) the Rudd Center, a continuing education facility for the "Semester Away Wine program," (2) The Flavor Discovery Center, a student run demonstration kitchen (3) Guest House, which provides housing for 47 students, and (4) the Greystone Cellars building which houses the balance of educational facilities and is the subject of the proposed project. The historic Greystone Cellars building was built in the Richardsonian Romanesque style and constructed in 1888 to serve as a cooperative winery. In 1978 the National Trust for Historic Preservation (NTHP) listed the property on the National Register of Historic Places (NRHP). The western half (rear portion) of the site is devoted to oak woodlands, sloping up from the project area and subject to an open space easement. Southwest of the site is the former Carpy property (APN 009-131-028) which is also owned by the CIA; the house on Carpy property is used for storage by the CIA. In general, the Greystone site is substantially surrounded by woodland immediately on the north, south, and west, and by vineyards to the east, beyond SR 29.

Vehicular access is provided via a single driveway connection with a 150-foot-long left turn lane in place on the northbound SR 29 intersection approach. Truck deliveries access the site via the main entrance. The trucks circulate through to the driveway at the Greystone Building entrance level, to the loading area at the north end of the building. The total supply of on-site parking is 265 spaces concentrated in two major parking lots adjacent to and in front of the Greystone building; there is on-site parking for employees and the general public, as well valet parking for a total of 60 vehicles, a loading and unloading area, and spaces for service vehicles. Handicapped-accessible spaces are distributed throughout the site to serve the individual buildings. Daily shuttle service is provided every 15 minutes between the Greystone Campus and Vineyard Lodge Housing site on weekdays between the hours of 6:45 a.m. and 9:00 p.m. by two shuttles with 14 and 22 seats, respectively.

The Greystone Campus operates as a culinary school with ancillary commercial uses that include a retail space, special events spaces, and the Wine Spectator at Greystone Restaurant. The Greystone campus currently supports 61 faculty and administrators and 200 students. The Restaurant, Café, Store and Food Enthusiast programs include 73 employees. The Wine Spectator at Greystone Restaurant is open 362 days per year with lunch and dinner service, and has seating for 190 people. The Campus holds

approximately 12 conferences per year, two 200 person special events per month, plus a varying number of small events throughout the year.

Vineyard Lodge:
The Vineyard Lodge Housing site is located approximately one-half mile southeast of the Greystone Campus property and is currently developed with dormitories and appurtenant parking. The project site is substantially surrounded by residential and agricultural land uses. The site is bounded by Vineyard Road to the northeast, Napa Valley Railroad right-of-way (ROW) to the west, and Pratt Avenue to the south; the site is surrounded by vineyards and wastewater treatment ponds to the north. Single family residential uses, permitted under the "Agricultural" zoning designation exist along Pratt Avenue, east and west of the site, but do not directly abut the project site. Medium-density residential uses are located to the southwest, across Pratt Avenue. At present, the site features two dormitory buildings, Vineyard Lodge I and Vineyard Lodge II, housing 41 and 60 residents, respectively. The northernmost one-third of the project site remains unimproved and features decomposed granite. Vineyard Lodge I (c.1960), formerly the Marlinda Convalescent Home, is a one-story 15,050 square foot building situated in the southernmost corner of the site. Vineyard Lodge II (c.2008) is a two-story 12,612 square foot building situated in the northern corner of the site. Vineyard Lodge I and II are separated by a small courtyard and paved parking lot with 85 spaces. The site features landscaping that includes a variety of trees and shrubs.

The Vineyard Lodge Housing site currently provides housing for 101 residents, including one on-site manager (41 residents in Vineyard Lodge I and 60 residents in Vineyard Lodge II) for 44 weeks per year (assumes eight weeks of vacation). The student housing is managed by the CIA, and is occupied exclusively by CIA students from the Greystone Campus and one resident manager. Rules and regulations for the residents are outlined in the orientation packet that is distributed at student orientation, and prohibit amplified music and impose a 9:30pm curfew for noise generated by students, amongst others. Resident Assistants in each dorm monitor student compliance with rules and regulations. Resident students are not allowed to park at the Greystone Campus; they must utilize the existing CIA shuttle service, bike or walk to and from the Vineyard Lodge Housing site and the Greystone Campus. At present, the CIA provides two shuttles of 14 and 22 seats that transport students between the Greystone Campus and Vineyard Lodge Housing site. The shuttles run at 15-minute intervals, five days a week, between the hours of 6:45am and 9:00pm.

The Vineyard Lodge housing site currently provides 85 parking spaces, all of which require a permit. With 101 residents, only 31 parking permits have been issued for on-site parking. In addition, the CIA operates an on demand car rental operation on-site where students can rent cars on an as needed basis. At present, vehicular access at the Vineyard Lodge Housing site is provided via two driveways off Pratt Avenue. A sidewalk is provided along the west side of Pratt Avenue at property frontage.

PROPOSED PROJECT

Greystone
The Master Plan involves an expansion in student enrollment from 200 to 300 students for a net increase of 100 new students, plus seven new instructional staff. Concurrently, 49 employees would relocate to the recently acquired American Center for Wine, Food & the Arts (Copia) in the City of Napa, California. The net change in student and faculty at the Greystone Campus would constitute a net increase of 58 students and staff. The project would restructure the interior uses at the Greystone Campus to better accommodate the focus on occupational education. The interior changes include improvements to the student dining commons, the introduction of new teaching kitchens, and a new special events kitchen. Also proposed is the closure of the 190 seat Wine Spectator at Greystone Restaurant (WSGR) and relocation of the CIA restaurant to the 58 seat Flavor Discovery Center, resulting in a net reduction in restaurant capacity of 132 seats. The restaurant at the Flavor Discovery Center will be student-run, and will serve meals five days a week for 36 weeks (180 days) per year as opposed to the WSGR which operated 362 days per year and served both lunch and dinner.

To accommodate wastewater flows generated by the educational facility, Greystone intends to continue utilizing the onsite primary treatment, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on Highway 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR, would reduce the overall water and

wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and would remain within the authorized discharge amount of 14,850 gpd.

The proposal further includes the construction of a 4,468-square-foot (sf) storage cave at the north end of the Greystone Cellars building, beneath the former WSGR. In addition, a series of three modular storage units ranging in size from approximately 592 sf to 944 sf would be installed at the rear of the third floor of the Greystone Cellars building. Given that the majority of works is confined to the interior of the building, exterior changes would be very limited. Any work that may affect the exterior of the historic Greystone Cellars building (i.e. modular units) would be installed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties so as to avoid impacting the building's historic integrity.

The introduction of the storage cave would include constructing entry tunnels extending from two portals at the Greystone loading dock retaining wall. The loading dock retaining wall is a reinforced concrete wall over an older masonry retaining wall at the northwest end of the building. A reinforced concrete frame would be doweled to the loading dock wall face around the sides and top of the perimeters of the portals to improve the structural capacity of the wall (which will be compromised by making the portal openings). The frame would then be constructed before saw cutting and demolition.

The underground storage portals/entry would be created by saw-cutting the perimeter of the portal openings on the loading dock retaining wall, demolishing and removing the concrete within the saw cuts, exposing ground retained by the loading dock wall, and then mining the entry tunnels behind the openings. The portal openings would be 10 feet high and 10 feet wide. Cave construction would consist of excavating the tunnels using mechanical means (backhoe, milling head, and/or roadheader), and sequentially supporting the excavations with reinforced shotcrete. The tunnel floors would be cast-in-place reinforced concrete placed after completing the tunnel liner. Where underground utilities may conflict with the proposed tunnel excavations, they would be removed, and excavations made for removal would be backfilled before tunnel construction.

Vineyard Lodge
Project activities include the demolition of the 15,050 sf Vineyard Lodge I and the erection of three new residential building units:

Building A: 17,885 SF (70 beds)
Building B: 11,380 SF (52 beds)
Building C: 11, 380 (42 beds)

The new construction will be 40,645 sf, which equates to a net increase of 25,595 sf with the removal of Vineyard Lodge I. No changes will be made to Vineyard Lodge II (12,612 SF). Following completion of demolition and grading activities, infrastructure improvements and building foundations would be constructed and utilities, storm drains, and catch basins would be installed. All public utilities currently extend to the project site and as such, improvements would be limited to the installation of new laterals and tie-ins to connect the new buildings to the existing water, sewer, power, and gas services in place within Pratt Avenue. Wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately 9,520 gallons per day (gpd) which equates to a projected net increase of 1,960 gpd over existing capacity.

The proposed Vineyard Lodges would range in height from 29'-0" to 40'-2" and exhibit a contemporary architectural style with Craftsman detailing. The three new buildings would be clustered on the most southerly one-third of the property and would contain 164 new beds primarily in single rooms, with some double units. Combined with the 60 beds in the existing Vineyard Lodge II, there will be a maximum occupancy of 224 residents on-site, which equates to a net increase of 123 students. Based on the current parking needs, the CIA proposes the retention of 72 spaces for the 224 occupants. Parking permits will continue to limit the total of number of student vehicles at Vineyard Lodge to approximately 31% of the residents or 69 spaces with 3 additional spaces allocated to three (3) on-demand rental cars. With relocation of vehicular access from Pratt to the Vineyard Road, exiting only is proposed from the southwest corner of the property onto Pratt Avenue. The majority of existing trees along the property frontage would also be retained.

Following project implementation, the CIA would continue to provide shuttles to transport students between the Greystone Campus and Vineyard Lodge Housing site and would add into the rotation a 32 seat shuttle to accommodate the increase in students. In all, the three shuttles would contain 32, 22, and 14 seats, respectively. The shuttles would continue to run at 15-minute intervals, five

days a week, between the hours of 6:45am and 9:00pm, resulting in no net increase in the number of shuttle *trips* between the two sites.

PROJECT PHASING

Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below:

Phase 1:	Jan 2017 - Aug 2017	Pratt Avenue Housing Building A,
Phase 2:	Mar 2017 - Sep 2017	Greystone Cave, Modular Storage Units, and Administrative Reconfiguration
Phase 2.5:	Jun 2017 - Jan 2018	Pratt Avenue Housing Building B and C
Phase 3:	Sep 2017 - Sep 2018	Greystone Interior Remodel

WATER

The CIA Campus currently operates under two separate water agreements. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge Housing site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year. Under the CIA Campus Master Plan the applicant proposes to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites to accommodate the increase in housing at the Vineyard Lodge site while maintaining the existing water allotment of 23.1 AF per year.

Greystone

Under Resolution 2008-77, the City Council approved an amendment of the Water Agreement recorded as Document 2000-0021548 in the Official Records of Napa County authorizing that the Greystone Campus be allocated an average water use of 15,900 gallons per day (GPD). At present, interior fixtures, including the dishwashers and other kitchen facilities, do not meet current water efficiency requirements. The proposed renovation would eliminate the existing three separate dish washrooms, and replace them with a single dish room which would equate to a water savings of approximately 1,200,000 gallons per year. In addition, the Greystone Campus currently uses its on-site water well solely for landscaping needs while improvements are underway to upgrade the system for domestic water use as intended when the well was developed. As a part of the proposed project, the Greystone Campus would switch its landscaping irrigation needs to an existing well located on the adjacent Carpy property, and use its on-site well to supply domestic water, which would substantially replace the amount of water provided by the City. By using well water for landscape irrigation, relocating staff and programs to Copia, and reducing restaurant size and period of operation, the CIA expects to reduce water consumption to demand only 9,867 gpd.

Vineyard Lodge

Under Resolution 2008-77, the City Council approved an amendment of the Water Agreement, recorded as Document 2005-0033275 to authorize that the Vineyard Lodge Housing site be allocated 4,750 gpd to serve the current population of 101 residents. With the construction of three new dormitory buildings (123 net units) the water demand will increase to 10,783. Given that the Greystone Campus is expected to reduce water consumption by 2,080 gpd and to account for the increase in water usage at the Vineyard Lodge Housing site, the CIA is proposing to rescind the current Water Use Agreements and execute a joint Water Use Agreement such that the gross allocation of water will be re-allocated between the two sites as needed, but without any net increase in consumption. For a more detailed description of water usage see Hydrology Discussion.

Table 1 CIA Campus Master Plan Net Changes

CATEGORY	EXISTING	PROPOSED	NET CHANGE
Employees	134	92	(42)
Student Enrollment	200	300	100
Student Facilities			
Greystone (Square Footage)	98,297 sf	105,007 sf	6,710 sf
No. of Beds Greystone	47	47	None

Vineyard Lodge (Square Footage)	15,050	40,645	25,595**
No. of Beds Vineyard Lodge	101	224	123 **
Off-site	N/A	N/A	N/A
Parking Spaces Greystone	265	265	None
Parking Spaces Vineyard Lodge	85	72	(13)
Shuttle Capacity			
Number of Shuttles	3	3	None
Size of Shuttles	14; 22; 32	14; 22; 32	None
Frequency of Trips	Every 15 minutes	Every 15 Minutes	None
Rental Cars Available	2	3	1
*Negative amounts denoted in (red) ** Assumes demolition of Vineyard Lodge 1			

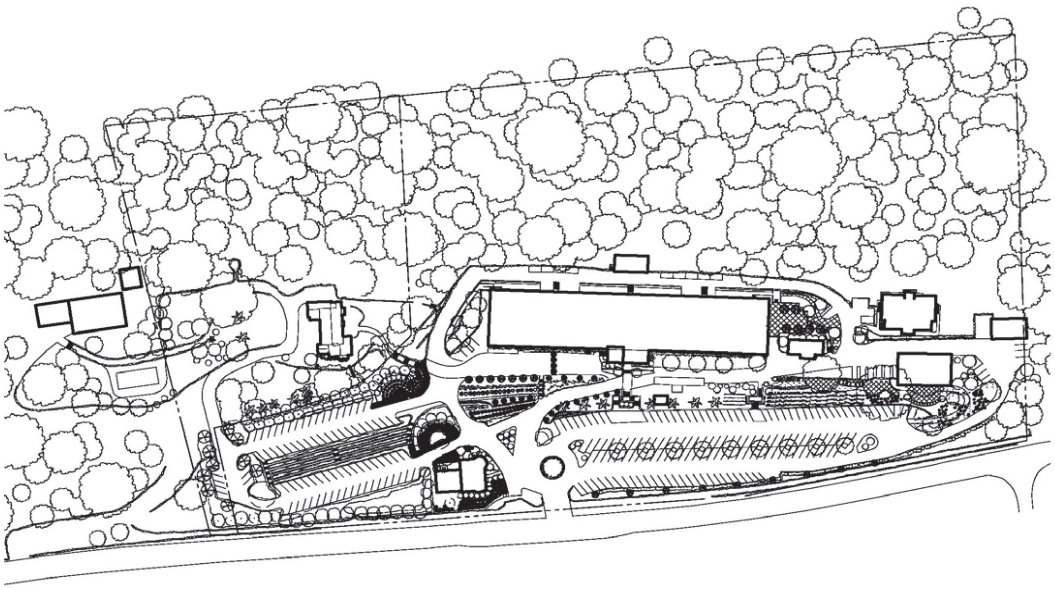

Figure 1 Greystone Campus Site Plan

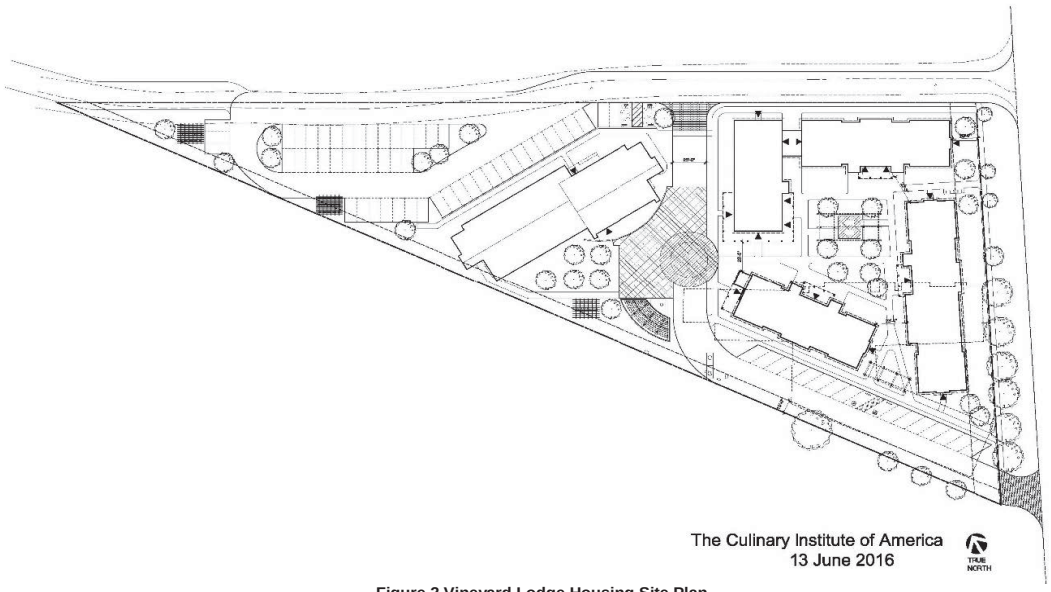

Figure 2 Vineyard Lodge Housing Site Plan



Figure 3 Aerial of Greystone Campus and Vineyard Lodge Housing Site

ENVIRONMENTAL SETTING

The City of St. Helena is located in the northern end of the Napa Valley, approximately 18 miles northwest of the City of Napa and 65 miles north of San Francisco. Napa valley is a long narrow northwest trending alluvial plane flanked by the mountain ridges of the Mayacama and Vaca Mountain range to the east and west, respectively. The Napa River extends along the eastern portion of St. Helena and is fed by several tributaries within St. Helena, including Sulphur Springs Creek and York Creek which serve as year round tributaries to the river.

The City's incorporated boundaries comprise 3,285 acres or 5.1 square miles. The City of St. Helena is divided into two distinct areas: a developed "urban service area" and a more, rural, agricultural area located around the periphery such that the City exhibits a rather traditional landscape whereby commercial land uses are concentrated in the city center and along SR 29, with residential development radiating outwards to the northeast and southwest. The outer edge of the urban service area is demarcated by the urban limit line (ULL) which is a parcel specific boundary that marks the limit of allowed urban development. The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City.

The project involves two discontiguous sites: the Greystone Campus at 2555 Main (APN. 009-131-003) and the Vineyard Lodge Housing Site at 830 Pratt (APN 009-010-024). The two sites are located approximately one half mile from each other and connected via Main Street (SR 29) and Pratt Avenue. The Greystone site is located within in the boundaries of the ULL, whereas the Vineyard Lodge Housing Site, is located just outside of, but abutting, the ULL. The Greystone Campus at 2555 Main is located on the west side of Main Street (SR 29) in northern St. Helena. The 14.7-acre site is situated at the western edge of the valley surrounded to the north, south and west by oak woodlands and to the east, across Main Street/SR 29, by vineyards. Parcels to the south of the site support residential and agriculture (viticultural) uses. The site historically served agricultural uses as a cooperative winery. At present the site supports institutional and ancillary commercial uses associated with the Culinary Institute of America. The site is improved with four buildings and appurtenant parking.

The Vineyard Lodge Housing site at 830 Pratt Avenue is located in the middle of the valley floor and on the north side of Pratt Avenue; approximately one-quarter mile from Main Street(SR 29). The site features a 2.61-acre triangular shaped lot located on the north side of Pratt Avenue, adjacent to the Napa Valley Wine Train railroad right-of-way (ROW), and west of Vineyard Rd; beyond which the site is bounded by vineyard on all sides. There are residences located along both sides of Pratt Avenue to the east and west, but none directly adjacent to the site. Historically, the site served agricultural purposes, but was developed with a convalescent home in the 1960s. Since 2004, it has served as student housing for CIA students. At present, the site is relatively flat with urban/ruderal habitat. It is partially developed with a one story residential building at the southwest corner of the property and a two-story residential building (C.2008) in the middle one third; the northernmost corner remains unimproved.

GENERAL PLAN AND ZONING

The City of St. Helena General Plan provides the vision for the community's natural and built environment through a series of goals and policies. To ensure that this desired vision is realized, the General Plan has been designed to be internally consistent and cross-referenced with other documents, including the City's Zoning Ordinance which guides, controls and regulates future growth and development in a sound and orderly manner. The Greystone Campus exhibits a General Plan Land Use Designation of Public Quasi Public, whereas the Vineyard Lodge Housing site exhibits a land use designation of Agriculture, providing for agricultural uses, wineries, single-family residences, and public and quasi-public uses.

The City of St. Helena Zoning Ordinance implements the goals and policies of the General Plan. Several different districts are identified in the Zoning Ordinance that are intended to, among other things, provide for a wide range of uses and enhance the community's vision to preserve, protect and enhance its unique character and quality of life. The Greystone Campus site is zoned as W; Winery with HP: Historic Preservation and PD: Planned Development overlays. The Vineyard Lodge site is zoned PQP: Public Quasi-Public.

REQUIRED DISCRETIONARY ACTIONS

Greystone Campus site (2555 Main Street):

- Use permit to authorize reconfiguration of interior uses and expand student enrollment by 100 students
- Design Review for exterior modifications
- Rescission of water use agreement (Document No. 2000-0021548)
- Adoption of new joint water use agreement

Vineyard Lodge Housing site (830 Pratt Avenue):

- Use permit to authorize three new dormitory buildings (net increase of 123 new beds)
- Design Review to construct student housing
- Demolition permit to demolish Vineyard Lodge I
- Variance to allow for a lesser setback from Pratt Avenue as required under Municipal Code Section 17.112.050
- Rescission of water use agreement (Document 2005-0033275)
- Adoption of new joint water use agreement

OTHER PUBLIC AGENCY REVIEW

There are no responsible or trustee agencies which have jurisdiction over a portion of whole of the project.

DOCUMENTS INCORPORATED BY REFERENCE

CEQA Guidelines Section 15150 recognizes the desirability of reducing the volume of documentation necessary for environmental review and authorizes incorporation by reference any portion of relevant documents that provide general background to the environmental document. As such, this Initial Study incorporates the following documents, which were reviewed as part of the analysis of certain topical sections provided herein:

1. City of St. Helena, 1993 General Plan; and
2. City of St. Helena, Zoning Ordinance, as amended.

Additional documents not reflected in this section are identified and analyzed within the Initial Study. These documents are available for review at the City of St. Helena Planning Department, 1480 Main Street, St. Helena, CA 94574 (707) 967-2792.

PURPOSE OF INITIAL STUDY

The fundamental premise, on which CEQA is based, is that environmental protection can be achieved through informing decision-makers and the public about a project's potential environmental effects and identifying ways to reduce them. As a public disclosure document, an Initial Study must identify all effects on the environment resulting from a project and indicate the manner in which these effects can be mitigated or avoided to a less-than-significant level. Where it is uncertain that a significant effect on the environment may occur, or where a significant effect is found to exist but cannot be mitigated to a less-than-significant level, an Environmental Impact Report (EIR) must be prepared.

ENVIRONMENTAL PROCEDURES AND CHECKLIST

This Initial Study presents a preliminary evaluation of the potential environmental impacts resulting from the project. The Initial Study was prepared in accordance with the California Environmental Quality Act (Public Resources Code Section 21000-21178.1) and the Guidelines for Implementation of the California Environmental Quality Act (Chapter 3, Title 14, California Code of Regulations (*CEQA Guidelines*)). This Initial Study considers all aspects of the proposed project, as required by Section 15063(a) (1) of the CEQA Guidelines[1].

[1] Section 15063(a) (1) of the CEQA Guidelines requires that all phases of project planning, implementation, and operation must be considered in the Initial Study of the project.

The Environmental Checklist provided below, as contained in Appendix G of the CEQA Guidelines, was utilized to focus this Initial Study on the environmental factors that may be impacted or further impacted by implementation of the proposed project. Following each of the topical areas presented in the Environmental Checklist, a brief discussion is presented regarding the topical environment setting, the relevance of the proposed project to the topical environment setting, any and all potential impacts within the topical area and, as appropriate, any mitigation measures necessary to reduce potentially significant impacts to a less-than-significant level.

SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below identify "Potentially Significant Impacts" affected by this project, as indicated by the checklist on the following pages. However, as demonstrated in this Initial Study in the applicable topical sections, mitigations are proposed for incorporation into the project that will reduce or eliminate these impacts to "Less Than Significant" or "No Impact."

[✓] Aesthetics	[ ] Agricultural and Forestry Resources	[✓] Air Quality/GHG
[✓] Biological Resources	[✓] Cultural Resources	[✓] Geology/Soils
[ ] Hazards & Hazardous Materials	[ ] Hydrology/Water Quality	[✓] Land Use/Planning
[ ] Mineral Resources	[✓] Noise	[ ] Population/Housing
[ ] Public Services	[ ] Recreation	[✓] Transportation/Traffic
[ ] Utilities/Service Systems	[✓] Mandatory Findings of Significance	

DETERMINATION:

Based on information found in this initial evaluation, the City of St. Helena finds that:

[ ] The proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

[✓] Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] The proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

12/8/2016

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

Date: December 2, 2016

12/2/16

Project Applicant

Date: December 2, 2016

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
1. AESTHETICS. *Would the project:*				
a. Have a substantial adverse effect on a scenic vista?		✓		
b. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				✓

Sources: 1993 St. Helena General Plan; General Plan EIR; Project plans date stamped September 2, 2016; California Scenic Highway Mapping System, accessed Aug 30, 2016; Visual Impact Assessment prepared by ARG, Aug 17, 2016; Secretary of the Interior's Standards Consistency Analysis Letter, prepared by ARG, August 14, 2016.

Setting

The City of St. Helena is situated in the relatively narrow valley floor and framed by wooded foothills of the Mayacama and Vaca Mountain ranges located to the east and west, respectively. The valley floor undulates to the north and exhibits a gradual rise in elevation in a northerly direction of approximately 362 Feet above sea level which provides for the occasional interruptions in the vistas as viewed from the City. Foothills are readily visible from most locations in the flatland areas of the City, particularly from east/west oriented streets.

Natural features that contribute to the distinct character of St. Helena include Sulphur Creek, York Creek, the Napa River, and oak and bay wooded hillsides located at the north end of St. Helena and at the base of Howell Mountain Road, east of the Napa River. Agricultural land uses, primarily viticulture, account for approximately 48 percent of the city's land use. As such, the vineyards serve as dynamic visual features and are central in defining the visual character of the City. The long established urban form within the City limits contrasts with the surrounding natural and agricultural features and provides for a distinct visual character. Notable visual features include distinctive architecture, tree lined streets, and the interspersed vineyards.

The Greystone property is located on the west side of Highway 29 and features the historic Greystone Cellars (c.1888) a masonry building designed in the Richardsonian Romanesque architectural style. The Greystone property is highly visible and situated at the northern gateway to the City. Exterior modifications proposed for the Greystone building are limited to the introduction of a 4,468 square foot storage cave, which will be accessed from the loading dock retaining wall and not readily visible from the primary elevations, and the introduction of three modular storage units at the building rear which would be accessed via the existing roadway. The modular units will range in size from 592 sf to 944 sf and measure approximately 9'8" in height. The units will be located at the rear of the west elevation and supported on new structures that span across the existing exterior breezeway in a similar manner as the support structures used for HVAC units. The units will sit below the existing roof eave and will be utilitarian in nature and feature painted metal siding and doors with a flat rood shielded by a small parapet.

The Vineyard Lodge site is a relatively flat, triangular lot located east of State Highway 29 and at the northern border of St. Helena and outside of the urban limits where medium density housing transitions to agricultural land uses to the north and east. It is comprised of 2.61 acres and improved with student housing (dormitories) associated with the CIA Greystone Campus. The site is substantially surrounded on all sides by agricultural land uses. Specifically, the site is bounded by Vineyard Road to the east, Pratt Avenue to the south, and the railroad right of way to the west. Current site improvements include two residential structures (Vineyard Lodge I and II) amenities, and parking. Vineyard Lodge 1 (constructed c.1960), is

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

a single story, 15,050 sf residential complex situated on the southerly one third of the site exhibiting frontage on Pratt Avenue. In the northerly portion of the site is Vineyard Lodge II (const.2008), a two story, 12,612 square foot residential building. The most northerly one third of the site is unimproved and vacant.

The proposed project includes removal of Vineyard Lodge I and construction of three (3) new dormitory buildings to be situated in the southerly corner of the site and configured around a central courtyard. The three new residential structures will exhibit a combined gross square footage of 40,645 sf and will house a maximum of 164 students.

Impact Analysis:

a, c **(Scenic Vistas; Visual Character) Less than significant with Mitigation:** A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The City has not identified any specific vistas, but rather states that the sense of a strong connection to the surrounding agricultural open space and hillsides should be preserved in the future and that views of Vineyards, hillsides, creeks and major landscape features should be maintained.

To assess the project's potential impacts to scenic vistas a Visual Impact Assessment was prepared by consultants, Architectural Resources Group (ARG). To account for the City's strong agricultural character, the consultant used the Bureau of Land Management (BLM) methodology which attributes numerical ratings to the existing conditions and project build out conditions, as they relate to the presence of seven key landscape components that include landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Projects that create a high level of contrast to the existing visual character of a project setting are more likely to generate adverse visual impacts due to the inherent visual compatibility. Conversely, projects that create a low level of contrast to the existing visual character are less likely to generate adverse visual impacts due to inherent visual compatibility.

On this basis, projects impacts to the seven landscape components were assessed based on eight view sheds: two long distant viewpoints (SV1 and SV2) that assessed potential impacts from Hwy 29 at Pratt Avenue, an eligible (but undesignated) scenic highway, and the CIA at Greystone, a historic resource with a view of the project site and six viewpoints (VP1-VP6) along Pratt Avenue to assess impacts to nearby residential viewers. The visual simulation evaluated visual modifications to the foreground, midground, and background views. Shown below is a visual showing the site's appearance before and after the new construction.



Figure 4 View no. 4 (Pratt Ave. looking northeast) existing view.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact



Figure 5 View no. 4 (Pratt Ave. looking northeast) after proposed project.

The Vineyard Lodge Site will endure more substantial changes to the visual environment relative to the Greystone Campus, but given that the Vineyard Lodge site is already developed with student housing; the proposed project will not deviate significantly from the existing condition. At present, the site features two buildings, Vineyard Lodge I, a horizontally oriented building constructed c.1960 and Vineyard Lodge II, a contemporary two-story building, constructed in 2008. The project will demolish Vineyard Lodge I and construct three new dormitories ranging in size from 11,380sf to 17,885sf, for total new construction of 40,645 sf. The dormitories will exhibit a maximum height of 40'2" and be stepped to reduce the visual prominence.

Scenic Quality Rating scores for viewpoints VP2, VP3, VP5, and SV1 and SV2, indicate the proposed project does not measurably alter the viewer's perception of the environment when seen from Highway 29 and Pratt Avenue intersection, as well as from the CIA at Greystone and in some viewpoints along Pratt Avenue. In instances where the post project simulation indicates a greater level of visual change (i.e. VP1, VP4, and VP6) whereby residents and other viewer groups may experience reduced visual quality, those changes are expected to be alleviated by increasing the amount of landscaping within the setback along Pratt Avenue. To ensure adequate screening, the applicant shall comply with **Mitigation Measure AES-1** that requires the Planning and Community Improvement Director review and approve the final landscape plan so as to establish concurrence that the level of screening provided is consistent with that illustrated in approved plans and continues to be sufficient to reduce and soften the visual impact of new construction. Further, the landscape and building design, including materials and color selections, were devised to limit the visual prominence of the buildings and to be more consistent with the existing residential character and blend into the surrounding land features. Accordingly, with the natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of proposed new trees, and with compliance to **Mitigation Measure AES-1** the visual change is greatly minimized. As such, with mitigation, impacts to the visual environment associated with the Vineyard Lodge Site are expected to be less than significant.

The proposed site modifications at the Greystone property are located at the rear and interior portions of existing buildings such that they will not generate any impacts to the visual character of the site. As such, any impacts to potential scenic vistas and the existing visual character are expected to be less than significant.

b. **(Scenic Resources) No Impact:** In 1963 the California legislature established the California Scenic Highway Program with the purpose of preserving the character of scenic highways and protecting them from changes that could diminish the

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
aesthetic value of adjacent lands. According to the California Scenic Highway Mapping System, State Route Highway 29, is considered eligible for listing, but is not officially designated. Further, the 1993 St. Helena General Plan established the goal of obtaining scenic route designation for SR 29. The CIA campus at Greystone exhibits frontage on SR 29; however, given the limited number of exterior modifications and that those modifications are confined to less visible areas of the site, project activities proposed for 2555 Main would not be expected to impact a designated (or eligible) state scenic Highway. As stated above, project activities at 830 Pratt are not expected to depart significantly from the existing visual setting and will further be screened by the introduction of trees and vegetation. As such, the project is not expected to substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated (or eligible) State scenic highway. No impacts are expected. d. **(Light and Glare) No Impact:** The project would introduce site lighting to the Vineyard Lodge site. In order to prevent light pollution and/or glare onto adjacent properties and roadways, the project must comply with St. Helena Municipal Code provision 17.68.060(F) which requires that all exterior lighting be directed or shielded so as to prevent glare onto any public roadways and properties of residential character. Further, proposed landscaping will screen the site from the adjacent properties and roadways to further obscure and/or filter light and glare. Finally, exterior parking lot (pole mounted) lights are limited to a maximum height of 15-feet. With adherence to these uniformly applied development standards, including Municipal Code provision 17.68.060(F) and with the introduction of landscaping as delineated on project plans, no lighting impacts are expected. **Mitigation Measure**s. None Required. AES-1. The final Landscape Plan and proposed vegetative screening shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit so as to confirm consistency with approved plans.				
2. AGRICULTURAL & FORESTRY RESOURCES. *Would the project:*				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
b. Conflict with existing zoning for agricultural use or a Williamson Act Contract?			✓	
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use?				✓
Sources: St Helena General Plan: Open Space and Conservation Element (6-1), (6-3); California Department of Conservation Farmland Mapping and Monitoring Program; California Department of Conservation				
Agricultural Setting:				

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
Agriculture remains a dominant land use in St. Helena and the greater Napa County. Located within the northern portion of the Napa Valley; the majority of the City's land is located on the valley floor, where soils, weather, and water resources are conducive to viticulture. Viticulture serves as the most prolific agricultural use and requires relatively large parcels in contrast to other land uses in St. Helena. According to the 1993 General Plan, agricultural land comprises 48% of the incorporated area, and of that total, the majority of acres are actively cultivated with vineyards. According to California's Farmland Mapping & Monitoring Program (FMMP), St. Helena supports 966 acres of "Prime Farmland," 284 acres of "Farmland of Statewide Importance," 53 acres of "Unique Farmland," and 23 acres of "Farmland of Local Importance." The City of St. Helena promotes the retention of agricultural activities and discourages encroachment into agricultural lands through the application of land use designations directed to maintain large parcels for agricultural use and limiting residential and commercial development to within the Urban Limit Line (ULL) and to parcels already designated for such uses. Neither of the project sites (Greystone Campus or the Vineyard Lodge Housing Site) directly support any agricultural uses and do not exhibit any farmland designation. However, the Vineyard Lodge Housing site is bounded by prime farmland to the north, east, and west. Forested lands within St Helena are generally confined to hillside lands found to the east and west of its commercial and residential center. The Greystone Site is nearly fifty percent (50%) forested land and has been identified as important by California's Department of Conservation. The western half of the Greystone Site contains deciduous oak and mixed oak woodlands within its boundaries. The Vineyard Lodge Housing Site is not located in the vicinity of any forest lands. <u>Impact Analysis</u> a-b. **(Agricultural) Less than Significant:** The proposed project will not directly impact any prime farmland, unique farmland, or farmland of statewide importance. The Vineyard Lodge Housing site is contiguous to active agriculture lands devoted to viticulture. However, the proposed project improvements at the Vineyard Lodge Housing site are permitted under the PQP zoning, and do not physically create an impediment to continued agricultural use of surrounding properties. Further, pursuant to St. Helena Municipal Code, property owners within the PQP Zoning District are required to 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. This applies to activities that may involve disbursement of chemicals, and creation of dust, noise, or fumes. Given that the project will not directly impact any agricultural lands and through recognition and acceptance of the neighbor's right to farm pursuant to the Municipal Code and as required by condition of approval, the project will not indirectly impact any agricultural lands and any impacts will be less than significant. c-e. **(Forestry) No Impact:** The proposed project on the Greystone Site is located in an area of previously developed land downhill and separated from the deciduous oak and mixed oak forest resources at the rear of the site. No forest resources are located within the Vineyard Lodge project area. The proposed project at the Greystone Site and the Vineyard Lodge sites will not result in damage, reduction or removal of forested lands. The City of St. Helena does not support any active "timberlands," meaning "land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Accordingly, no impacts are expected. **Mitigation Measure**s: None Required.				
3. AIR QUALITY & GREENHOUSE GAS EMISSIONS. [Significance criteria established by the BAAQMD may be relied upon to make the following determinations] *Would the project:*				
a. Conflict with or obstruct implementation of the applicable air quality plan?				✓
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			✓	
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Sources: 1993 St. Helena General Plan; General Plan EIR; Culinary Institute of America 830 Pratt GHG Emissions Analysis, Prepared by Gilleran Energy, September 16,2016;; Culinary Institute of America Greystone Rehabilitation GHG Emission Analysis, prepared by Gilleran Energy, September 18,2016; 2010 BAAQMD Guidelines

Setting:

The City of St. Helena is located within the San Francisco Bay Area air basin regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is affected by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards respectively. The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including the City of St. Helena.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM10 and PM2.5 state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m3 for PM10 and less than 12 µg/m3 for PM2.5. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter (PM2.5) standard and will be required to prepare a State Implementation Plan (SIP) for PM2.5. All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

This Initial Study applies the BAAQMD's California Environmental Quality Act – Air Quality Guidelines, May 2012, including the BAAQMD thresholds of significance adopted in June 2010. In March 2012, the Alameda County Superior Court ordered BAAQMD to set aside use of the significance thresholds within the BAAQMD CEQA Guidelines until they complete an assessment of the environmental effects of the thresholds in accordance with CEQA. The Court found that the thresholds, themselves, constitute a "project" for which environmental review is required. Lead agencies may continue to rely on the BAAQMD CEQA Guidelines, "for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures."

The BAAQMD CEQA Guidelines include the best available scientific data and most conservative thresholds available. Comparison of the project's emissions against the BAAQMD thresholds provides a conservative assessment as the basis for a determination of significance. In the absence of other applicable thresholds, the City of St. Helena, as lead agency, has chosen to utilize the June 2010 BAAQMD thresholds and May 2011 Guidelines as a means to conservatively assess the project's potential environmental effects to air quality. BAAQMD air quality thresholds are presented in **Table 2** below.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Table 2. Air Quality Thresholds of Significance

Pollutant	Construction Thresholds (lbs. per day)	Operational Threshold (lbs. per day)
ROG	54	54
NO_x	54	54
PM_{10}	82	82
PM_{25}	54	54
CO	Not Applicable	9.0 ppm (8-hour avg.) or 20.0 ppm (1-hour avg.)
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable
Source: BAAQMD's CEQA Guidelines: May 2011.		

Impact Analysis

a.**(Air Quality Plan) No Impact:** The BAAQMD adopted the Bay Area 2010 Clean Air Plan (CAP) in September 2010 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2010 CAP serves to update the 2005 Ozone Strategy and provides control strategies to address air quality pollutants including ozone (O3), Particulate Matter (PM), toxic air contaminants (TACs), and greenhouse gases (GHGs). A total of 55 control strategies have been developed as part of the CAP for land use, energy and climate, stationary sources, transportation, and mobile sources. Control strategies are designed to reduce emissions of ozone precursors, PM, air toxics, greenhouse gases, and work towards attainment of state ozone standards, reduce transport of ozone to neighboring basins, and to protect public health and the climate. Measures to implement control strategies include the use of clean and efficient vehicles, Green Construction Fleets, enhanced bicycle and pedestrian access, energy efficiency, and others. The primary goals of the CAP include attainment of air quality standards, reductions in population exposure and protection of public health in the Bay Area and reduction in greenhouse gas emissions.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general a project is considered consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with the implementation of CAP measures. The CIA Master Campus Plan is consistent with the CAP as it supports the primary goals by providing alternative (shuttle) transportation, would provide housing in close proximity to complimentary uses, and will feature efficient fixtures, amongst other things. Further, the project includes basic control measures, and would not result in any conflicts in implementing the CAP. In addition, the Bay Area 2010 CAP was based on land use and growth projections consistent with those used in the St. Helena General Plan. The project's land use and development intensity is consistent with that assumed by the General Plan for the project including both the Greystone and the Vineyard Lodge sites. There are no other control measures of the 2010 CAP that apply to the project. As such, the project will not conflict with or obstruct implementation of the Bay Area 2010 Clean Air Plan. Therefore, the project would have no impacts due to a conflict with the regional Air Quality Plan.

b. **(Air Quality Standard, Criteria Pollutant) Less Than Significant:** Air quality emissions associated with the proposed project would result from short-term construction activities and ongoing operation. BAAQMD Guidelines, as adopted in 2010 include "screening criteria" that provide a conservative estimate above which a project would be considered to have a potentially significant impact to air quality. Projects that are below the screening criteria threshold are reasonably expected to result in less than significant impacts to air quality since pollutant emissions would be minimal. Additionally, when projects fall below the screening criteria levels, a quantitative analysis of the project's air quality emissions is not required.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx) and particulate matter (PM_{10} and $PM_{2.5}$) from construction and operation are evaluated pursuant to the 2010 CEQA Guidelines. There is no carbon monoxide (CO) emissions threshold applicable to construction emissions. For carbon monoxide (CO), the operational significance threshold is 9.0 particles per minute (8-hour average) and 20.0 ppm (1-hour average). The screening level criteria for a mid-rise apartment development (I.e. dormitories) are shown in **Table 3** below.

Table 3
BAAQMD Screening Criteria for Mid Rise Apartment (Dormitories)

Land Use Type	Operational Screening Size	Construction Screening Size
Mid Rise Apartment (Dormitories)	494 du (ROG)	240 du (ROG)

Source: Table 3-1, pg. 3-2 Bay Area Air Quality Management District 2010 CEQA Guidelines, May 2010.

Construction activities may result in air quality emissions generated by the use of heavy-duty construction equipment, trenching, transport of materials, and workers commuting to and from the project site(s). **Table 3** above shows that the screening level to determine significant air quality impacts from construction of a mid-rise apartment development (dormitories) is 240 dwelling units. The Greystone Master Plan proposes the development of 164 or a net of 123 new dormitories, which falls well below the screening level. Therefore, construction activities associated with the Vineyard Lodge expansion would have a less than significant impact to air quality.

At operation, the proposed Greystone Master Plan will continue to function in a similar manner as the existing condition, with a minor expansion of use. The Greystone component will have negligible change relative to the existing condition, whereas the Vineyard Lodge component will result in an increase of 123 new dormitories. Although there are no new stationary "point sources" created (large emitters such as manufacturing plants), the project will include small individual "area sources" such as residential furnaces, water heaters and consumer products such as solvents, cleaners, and paints. Most area source emissions generated onsite would come from the consumption of natural gas associated with the dormitories. Air quality emissions will also be generated during the operation of vehicles (mobile sources). To a much lesser extent onsite landscaping maintenance will also generate air quality emissions.

Table 3 above indicates that the operational project level screening size for mid- rise apartments (dormitories) is 494 dwelling units. As the proposed project will exhibit a net increase in dwelling units of 123 units, the project remains well below the established screening size for operational emissions. At operation, the CIA Campus Master Plan Project will not violate any air quality standard or result in a cumulatively considerable net increase of any criteria pollutant in non-attainment, namely O3, PM10, and/or PM2.5. Therefore, air quality emissions generated by the proposed project will result in less than significant impacts.

d. **(Sensitive Receptors) Less than Significant Impact with Mitigation:** The BAAQMD defines sensitive receptors as "facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses." Sensitive receptors may include schools, hospitals or residential areas. In St. Helena, sensitive receptors include residential land uses, elementary, junior and high schools, and hospitals, care facilities and convalescent homes. The nearest sensitive receptors are located onsite as both the Greystone and the Vineyard lodge components house students. Due to the proximity of sensitive receptors onsite, the project has the potential to generate temporary air quality impacts associated with fugitive dust emissions during construction activities.

In order to ensure that fugitive dust emissions are reduced to levels below significance **Mitigation Measure AQ-1** shall be implemented. AQ-1 is set forth pursuant to BAAQMD Basic Control Strategies and requires covering haul trucks, watering during active ground disturbance, limiting idling time, proper maintenance of equipment, and other standard measures. With implementation of AQ-1 potential impacts to sensitive receptors during construction will be reduced to levels below significance.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

At operation the project would not generate emissions that would impact sensitive receptors. As a proposed dormitory facility, air quality emissions generated on the Vineyard Lodge Housing site at operation would be minimal and similar to emissions generated by surrounding residential development. At operation of the Greystone site, activities will be similar the existing conditions and would not impact sensitive receptors residing onsite. Therefore, potential impacts related to exposure of sensitive receptors to pollutants at operation of the proposed project will remain below levels of significance.

e. **(Odors) Less Than Significant Impact:** The proposed CIA Campus Master Plan will not result in changes to odor relative existing conditions. At the Vineyard Lodge Housing site, development of new dormitories may occasionally generate temporary odors during construction associated with street paving and architectural coating. Odors associated with construction are short term in duration and will cease once construction is complete. Similarly construction activities on the Greystone site have the potential to generate odors associated with use of equipment, paving, and coatings. The level of odors associated with construction will be minimal given the limited scope and scale of development. The project will not generate excessive odors or dust (as described above) that affects a substantial number of people. Therefore, the project will have less than significant impacts to air quality due to objectionable odors.

f. **(Greenhouse Gases) Less Than Significant Impact:** The BAAQMD Guidelines use a three-tiered approach for setting a significance threshold for the project-level contributions to cumulative GHG impacts. Based on the BAAQMD Guidelines, a project is considered less-than-significant if it either:

a) Complies with a legislatively adopted GHG Reduction Strategy which meets or exceeds one of the following three options:

   i. Reduces emissions to 1990 levels by 2020,
   ii. Reduces emissions 15% below baseline (2008 or earlier) emission level by 2020, or
   iii. Meets the plan efficiency threshold of 6.6 MT CO2e/service population/year;

b) Emits a total of less than 1,100 metric tons (MT) CO2e per year; or

c) Emits less than 4.6 MT/service population/year. Metric tons per capita for service population per year; service population includes residents and any employees.

At present, the City of St. Helena does not maintain a "qualified" GHG reduction strategy pursuant to the BAAQMD Guidelines. As such, BAAQMD's screening threshold of 1,100 metric tons (MT) of carbon dioxide equivalents per year (CO2e/yr.) is used to evaluate project level significance.

The screening size for GHG emissions is 87 dwelling units for a mid-rise apartment complex. The proposed project size is above the screening threshold given that a net increase of 123 dormitories are proposed as well as improvements at the Greystone site. As such, a GHG analysis was conducted by Gilleran Energy. The California Emissions Estimator Model Version 2011.1.1 (CalEEMod) was used to predict net GHG emissions from construction and operation, assuming full-build-out of the project. CalEEMod modeling provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport.

Construction GHG Emissions

Construction GHG emissions capture demolition of the existing Vineyard Lodge 1 building, excavation of the storage cave, operation of heavy duty equipment, worker and vendor trips, grading and building. GHG emissions associated with construction of the Vineyard Lodge site were estimated to be 389 MT CO_2. GHG emissions associated with construction at the Greystone site were estimated to be 193 MT CO_2. As such, construction of the proposed CIA Campus Master Plan, inclusive of both sites, would result in a total GHG emission of 582 MT CO_2. The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. Rather, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction. Best management practices are specified under **Mitigation Measure AQ-1**. Therefore, with

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
AQ-1 potential impacts associated with construction of the CIA Master Plan will be less than significant. Operational Emissions The CalEEMod model, along with the project vehicle trip generation rates, were used to predict annual emissions associated with operation of the fully-developed Vineyard Lodge site and Greystone site under the proposed project. In 2018, net annual emissions resulting from the proposed project are predicted to be 174 MT of CO_2e (from Vineyard Lodge) and 114.93 MT of CO_2e (from Greystone) and the project's total GHG emissions at operation would be 288.93 MT of CO_2e. As operational emissions would fall well below the BAAQMD established threshold of significance (1,100 MT CO_2e), impacts to air quality resulting from GHG emission would be less than significant. **Mitigation Measures:** AQ-1: The applicant shall incorporate Best Management Practices for all construction activities and clearly indicate these provisions in the specifications. In addition an erosion control plan shall be prepared and submitted to the City of St. Helena prior to any construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day; 2. All haul trucks transporting soil, sand, or other loose material shall be covered; 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; 4. All vehicle speeds on unpaved roads shall be limited to 15 mph; 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible; 6. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; 7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points; 8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; 9. Construction equipment staging shall occur as far as possible from existing sensitive receptors; 10. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations; and 11. The City's Public Works Inspector shall perform visual inspections during grading to assure that dust control is implemented and standard BMP are enforced.				
4. BIOLOGICAL RESOURCES. *Would the proposal result in:*				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,				✓

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
policies, and regulations or by the CDFG or USFWS?				
c. Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✓

Sources: St. Helena 1993 General Plan: Open Space and Conservation Element (6-1), (6-2), (6-6); California Natural Diversity Database (CNDBB) Accessed October 13, 2016; "Tree Protection Guidelines and Specifications Developed for the Culinary Institute of America, 830 Pratt Avenue," prepared by Pacific Tree Care, September 2,2016

Setting

Biological resources are protected by statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), and the Clean Water Act (CWA). The Migratory Bird Treaty Act (MBTA) affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for plant and animal species of concern and their habitat.

As reported in the General Plan a number of plant and animal species with special-status have been recorded or are suspected to occur within the Urban limits of the City of St. Helena. The city also contains species that are identified in the California Natural Diversity Database (CNDDB) due to rarity and threats, and are considered sensitive resources.

Based on a review of the California Natural Diversity Database (CNDDB), the following plant species could be present in the project vicinity: Greene's narrow-leaved daisy (*Erigeron angustatus*) and Clara Hunt's milk-vetch (*Astragalus claranus*). Greene's narrow-leaved daisy (*Erigeron angustatus*) is found in chaparral, on volcanic or serpentine substrates from 260 to 1,000 feet elevation, and was last recorded in 1891 as occurring within the project vicinity. It is not listed as rare, threatened, or endangered. Clara Hunt's milk-vetch (*Astragalus claranus*) is federally listed as endangered, state-listed as threatened, and on CNPS List 1B. Clara Hunt's milk-vetch is an annual herb in the Pea family (*Fabaceae*). It occurs in chaparral, cismontane woodland, valley and foothill grassland, often in open grassy hillsides with serpentinite or volcanic substrates, between 245 and 900 feet elevation.

The Greystone site supports urban habitat and backs up to oak woodland. The Vineyard Lodge Housing site, likewise, features urban habitat and abuts agricultural development. The project sites have both been substantially developed and the areas of the sites subject to disturbance are not known to support any rare, endangered or special status plant or animal species.

Impact Analysis

a. **(Sensitive Species) No Impact:** The already developed project sites may support species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Fish and Wildlife or U.S Fish and wildlife service. However, development within the Greystone Campus would be confined to the interior of or beneath the existing building. Development at the Vineyard Lodge Housing site would also be confined to areas that have already been previously disturbed and developed. However, construction activities at the Vineyard Lodge Housing site would include the removal of 21 trees, two of which are coast live oak (*Quercus agrifolia*). A total of 23 trees would be transplanted. Onsite trees may provide perching and potential nesting opportunities to bird species including migratory birds that are protected under the MBTA. Adherence to the General Plan policy 6.2.13, as well as California Department of Fish and Wildlife Code Section 3503 and the MBTA will ensure that potential impacts to migratory bird species are avoided. Should construction activities and/or tree removal occur within the breeding season (Sept-July), a pre-construction bird survey conducted by a qualified biologist would be conducted pursuant to the mandatory compliance with the MBTA. Accordingly, with adherence to all applicable state and federal laws governing biological resources, such as those named above, no impacts are expected.

b. **(Sensitive Natural Community) No Impact:** The only plant communities on the project sites include urban, ruderal with a limited amount of oak woodland on the Greystone Campus. There are no known wetlands, riparian habitat or other sensitive natural communities identified onsite. The Greystone Campus is located approximately one-half of a mile from the closest stream which is York Creek. The Vineyard Lodge Housing site is located approximately 400 feet from York creek. Given the projects location on two previously developed sites, and the fact that project activities will not encroach into any identified natural community on or near the respective project sites, development of the proposed project would not result in substantial impacts to riparian habitat or other natural communities, nor would it conflict with any policies or program protecting riparian resources. Therefore, the project would have no impacts.

c. **(Wetlands). No impact:** No federally protected wetlands, including but not limited to, marsh, vernal pools or coastal wetlands, are known to exist within either of the project site boundaries or within the vicinity of the proposed project. Therefore, the project will have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act.

d. **(Movement Corridor) No Impact** There is no evidence of migratory wildlife corridors or nursery sites on or in the vicinity of the project sites. The existing development and active agricultural lands surrounding the project sites makes it relatively inaccessible to many species and eliminates the possibility of the site functioning as a movement corridor. Additionally, development within the Greystone Campus would be confined to the interior of or beneath the existing building and development at the Vineyard Lodge Housing site would be confined to areas that have already been previously disturbed and developed. As such, the proposed project is not expected to substantially interfere with the movement of fish or other wildlife species including migrating species. Therefore, the project will have no impacts to wildlife corridors and species movements.

e. **(Conflict with Local Policy) Less than Significant with Mitigation:** The vegetation and existing trees located on the project sites at the Greystone Campus and the Vineyard Lodge Housing site are predominantly ornamental. Construction activities at the Vineyard Lodge Housing site would remove 21 trees, and transplant another 23 trees. However, two (2) of the trees proposed for removal are coast live oak (*Quercus agrifolia*). The City of Saint Helena does not have an existing tree preservation policy or tree protection ordinance; however, the policies of Section 6.6 of the Open Space and Conservation Element of the 1993 St. Helena General Plan require the planting of replacement trees where existing significant trees cannot be saved.

In accordance with **Mitigation Measure BIO-1** and given the historical, biological, and aesthetic importance of oaks in the Valley, all oaks proposed for removal from the site shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every tree removed. In addition, given the potential for inadvertent disturbance within drip lines of trees proposed for retention or transplanting, the applicant shall be required to comply with **Mitigation Measure BIO-2** requiring the applicant adhere to the recommendations of the "Tree Protection Guidelines and Specifications

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Developed for the Culinary Institute of America, 830 Pratt Avenue," prepared by a certified arborist with Pacific Tree Care, September 2, 2016. The recommendations include specific measures to avoid disturbance within the tree protection zone (TPZ). Accordingly, with **Mitigation Measure BIO-1 and BIO-2,** impacts would be less than significant.

f. **(Conflict with Conservation Plan) No Impact:** At present, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan exist for the City of St. Helena. The already developed project sites, located within the boundaries of the urban limit line, are not designated open space and do not support any significant animal or plant habitat. Therefore, the project is not expected to conflict with the provisions of an adopted Habitat Conservation Plan or any other Natural Community Conservation Plan approved by a local, regional or state body.

Mitigation Measures:

BIO-1. All oaks proposed for removal from the Vineyard Lodge Housing site shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. The final Landscape plan showing the location of replacement trees shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit.

BIO-1. The applicant shall comply with the recommendations of the "Tree Protection Guidelines and Specifications Developed for the Culinary Institute of America, 830 Pratt Avenue," prepared by Pacific Tree Care, September 2, 2016.

5. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of an historical resource as defined in Sec.15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Sec. 15064.5?		✓		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

Sources: St Helena General Plan, Appendix A: Historic Resources, 1993; St Helena General Plan, 7.0 Historic Resources Element, 1993; Napa County General Plan, "Cultural and Historic Resources", Community Character Section, Discussion, Dec 03, 2007 Revised Public Hearing Draft; The Archaeology of the Napa Region Edited By Robert F. Heizer Anthropological Records Vol. 12, No. 6, University of California Press, Berkeley and Los Angeles, 1953.

Setting:

St. Helena and the greater Napa Valley exhibit a long record of human occupation, possibly extending as far back as 10,000-12,000 years, when Native Americans first inhabited the Napa Valley. At the time of first contact with European settlers of the area, the Wappo had established a village near present day St. Helena known as Annakatanoma. As such, the Napa Valley is known to contain numerous traces of past human activity, ranging from early Native American sites and artifacts to the relicts of historic-era agricultural and ranching activities. Resources have been identified at many locations throughout Napa County and are protected under various federal, state, and local statutes, including the California Environmental Quality Act (CEQA).

Within the City limits, more than 200 historic resources have been identified. Two major surveys conducted in 1978 and 2006 provide the basis for most of the historic resources identified in the City**.** Additionally individual resources and the Downtown Commercial District are listed on the National Register of Historic Places. St. Helena's Historic Commercial

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

District includes 35 contributing resources and 13 non-contributing resources[2].

The Greystone Campus features the former Greystone Cellars building, an 1888 Richardsonian Romanesque building that historically operated as a cooperative winery. The Greystone Cellars Building is listed on the National Register of Historic Places (NRHP). The proposed work at the Greystone Site includes re-configuration of interior functions, addition of three modular storage units along the west elevation, and excavation of storage tunnels at the building' north end.

The Vineyard Lodge site at 830 Pratt Avenue historically served agriculture uses until the 1960s when it was developed with a convalescent home, now "Vineyard Lodge I". The Vineyard Lodge I was constructed in the early 1960s and therefore meets the age requirements to be eligible for listing as a historic resource on the California Register of Historic Resource (CRHR). However, review of available records indicates that the building does not meet the significance criteria required for listing on the CRHR. The building is not associated with important events, or persons, nor does it embody distinctive characteristics of a type, period, region, or method of construction, it is not the work of a master and is not expected to yield important information related to prehistory or history of the local area. Further, the building has undergone a number of modifications and additions. As such, the Vineyard Lodge site does not include any above-ground historic resources, but given the long record of human occupation in St. Helena and the greater Napa Valley, it may hold potential to yield archeological resources or native American remains.

In accordance with the provisions of Public Resources Code §2080.3.1(d) and Assembly Bill 52, the City of St. Helena notified Tribes having jurisdiction over all or part of the project sites of the proposed project in a letter post stamped August 31,2016. In accordance with Public Resources Code §21083.3.1, 21083.3.2, and 21083.3 the Tribes had thirty (30) days to request consultation. The Yocha Dehe Wintun Nation Tribe contacted the City by mail on October 13, 2016 requesting to initiate consultation. The Yocha Dehe requested that a tribal monitor be present for ground breaking activities. Other tribes contacted did not request consultation under AB 52 for this project indicating that they have no concerns that the project may impact tribal (traditional) cultural resources.

Impact Analysis:

a) (Historic Resources) Less than Significant: The proposed work at the Greystone Site is confined to the Greystone Cellars building, along the west elevation and below the north end of the building. Three modular units ranging in size from 592 sf to 944 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets.

The proposed siting and design will not alter character defining features, nor require removal of historic materials. It is anticipated the units will be self-supporting and will not require physical attachment. Should attachment to the historic masonry wall be required because of further investigation, this will be achieved using the least intrusive means possible and any connectors would be adhered to existing mortar joints so as to avoid damage to the historic masonry. This would ensure that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. If units were removed in the future, repairs would be accomplished in a manner to match the physical characteristics of strength, color, size and texture of the historic mortar.

The exterior of the Greystone Cellars building would be maintained in its current configuration, including alterations that may have acquired historic value over time. The distinctive masonry features will be preserved and the proposed work does not include replacement of any character-defining features. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These

[2] Contributing resources date from the historic period of significance established for the district. Non-contributing resources are those that, due to date of construction, alterations, or other factors, do not contribute to the district's historic significance or character.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). In accomplishing a compliant SOISR project, the impact to historic resources would be considered be less than significant.

Neither Vineyard Lodge I nor II are eligible for listing on the CRHR and therefore are not considered "historic resources" for the purposes of CEQA. As such, there is no expectation that the project may result in an adverse effect to the significance of a historic resource and no impacts are anticipated from demolition of Vineyard Lodge I and development of the proposed Vineyard Lodge buildings.

Accordingly, given that project activities at the Greystone site will be performed in accordance with the Secretary of the Interior's Standards for Rehabilitation and that project activities on the Vineyard Lodge site will not encounter any above-ground historic resources, the project is not expected to adversely impact any historic era resources and any impacts would be less than significant.

b) (Archaeological) Less than Significant with Mitigation: The Greystone Campus has been developed since the 1880s and the site has been subject to ground-disturbing activities including grading and terracing. To date no archaeological resources have been uncovered. The proposed project excavations are located within the limestone strata beneath the depth of human occupation and therefore are not expected to reveal any significant finds. The cave's exit located near the existing retaining wall of the site will surface with a minimum amount of soil disturbance. Based upon the size and location of disturbed soil, it is not expected that the excavation would result in the discovery of archaeological remains. Likewise, the Vineyard Lodge Site has been the location of varied soil-disturbing activities associated with the construction of the current Vineyard Lodge I and II. These former building campaigns have not revealed the presence of archeological resources, including Native American remains or paleontological resources.

Although neither of the project sites are located within any areas of elevated potential for the occurrence of archeological resources, given the long history of human occupation in St. Helena, ground disturbing activities still hold the potential to impact unidentified resources. It is expected that the depth of disturbance at the Greystone Campus will range from approximately 24 to 73 feet below grade (FBG) and at the Vineyard Lodge site will range from 4 to 15 FBG.

Given the potential for the presence of yet undiscovered cultural resources associated with past Prehistoric human occupation in the vicinity of the project sites, **Mitigation Measure CUL-1** is provided in to ensure that should any archeological resources be encountered during grading or excavation, all ground disturbing activity shall be halted immediately until a qualified archaeologist can evaluate the potential resource and recommend further action. Implementation of CUL-1 will ensure that in the event of accidental discovery the potential for the project to adversely impact or result in a change to the significance of archeological resources would be reduced to less than significant levels. Further, to comply with the provisions of the AB 52 and address concerns communicated by the Yocha Dehe Wintun Nation Tribe, Mitigation Measure CUL-2 has been added requiring that the project applicant authorize the Yocha Dehe Winton Nation Tribe or qualified archeological professional to observe and monitor earth-moving, grading, and/or excavation at the Vineyard Lodge Housing Site to the extent that such activities would disturb soil profiles located 10 to 15 feet below grade. This will provide oversight of work in areas with elevated potential for the presence of traditional cultural resources. **With Mitigation Measures CUL 1 and CUL-2** Impacts will be less than significant.

c) (Paleontological Resources) Less than Significant with Mitigation: The St. Helena General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City Limits. Moreover, the project sites have been previously developed and subject to ground disturbance. Therefore limited expectation exists for paleontological resources to be present on either of the project sites. Nevertheless, potential remains for the discovery of buried paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure CUL-3,** as set forth below, will be instituted. CUL-3 will ensure that proper procedures are followed in the event of discovery; thereby reducing potential impacts to levels below significance.

d) (**Human Remains) Less than Significant** No evidence suggests that human remains have been interred within the

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
boundaries of the project site. However, in the event that during ground disturbing activities, human remains are discovered to be present, the applicant would be subject to the CA Health and Safety Code Section 7050.5 which mandates the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains, and requires contacting the Napa County Coroner upon the discovery of any human remains. If it is determined by the Coroner that the discovered remains are of Native American descent the Native American Heritage Commission shall be contacted immediately. If appropriate, the project sponsor shall retain a City-qualified archeologist to provide adequate inspection, recommendations and retrieval. It is expected that compliance with CA HSC Sect.7050.5 as required under state law and performance of actions therein will ensure that in the event of accidental discovery of historically significant remains all impacts will remain at levels below significance. **Mitigation Measures:** CUL-1. If during the course of ground disturbing activities, including, but not limited to excavation, grading and construction, a potentially significant prehistoric or historic resource is encountered, all work within a 100 foot radius of the find shall be suspended for a time deemed sufficient for a qualified and city-approved cultural resource specialist to adequately evaluate and determine significance of the discovered resource, confer with tribal representative, as appropriate, and provide treatment recommendations. Should a significant archeological resource be identified a qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities. CUL-2. The project applicant shall authorize the Yocha Dehe Winton Nation Tribe or qualified archeological professional to observe and monitor earth-moving, grading, and/or excavation at the Vineyard Lodge Housing Site to the extent that such activities would disturb soil profiles located 10 to 15 feet below grade. CUL-3. In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.				
6. GEOLOGY AND SOILS. *Would the project:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Pub. 42)				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			✓	

Sources: Geotechnical Study Report prepared by RGH Consultants Inc., May 16, 2008; Geotechnical Engineering Study- Storage Caves: The Culinary Institute of America at Greystone 2555 Main Street, Prepared by Condor Earth Technologies Inc. June 22, 2016; Association of Bay Area Governments (ABAG), 2016 Napa County Earthquake Hazard Map, http://resilience.abag.ca.gov/earthquakes/napa/ , Accessed 9.22.16; California Building Code (CBC), 2013; CA Department of Conservation.

Setting:

The Bay Area is one of the most seismically active regions in the Country. The City of St. Helena is located within the San Andreas Fault system, which is 44 miles wide and extends throughout much of the North Bay Area. The nearest active faults are the Rodgers Creek Fault Zone, located approximately 13 miles west of the City and the West Napa Fault located about 1 mile to the south. No active faults directly traverse the City; however, potential exists for geologic hazards in and around the urban limit line associated with ground shaking, including: liquefaction, ground failure, and seismically-induced landslides. The project sites are classified as California Building Code (CBC) Site Class C (Greystone) and Site Class D (Vineyard Lodge), and therefore are subject to stringent seismic design criteria.

Geotechnical Consultants, Condor Earth Technologies, prepared a Geotechnical Engineering Study to provide recommendations for the proposed caves to be located on the Greystone site. The Greystone site is located on a sloped hillside and underlain by volcanoclastic alluvium of the Sonoma Volcanics beneath a layer of artificial fill. Fill materials are generally characterized as stiff to very stiff lean clay to lean sandy clay. The volcanoclastic alluvium is severely weathered and contains cobble to boulder sized volcanic rock. No groundwater was encountered. Subsurface exploration conducted as part of the Geotechnical Study relied on three drilled borings and four test pits to inform the design recommendations of the cave.

As proposed, the cave would have a portal opening of 10 feet high by 10 feet wide. A concrete frame will be doweled to the loading dock wall face to provide reinforcement and structural support. Internally, the tunnel width will range from 8 to 14 feet. Ground cover above the cave will range from 2 to 4 feet at the entry to as much as 50 feet at the southwest side of the cave where the tunnels extends beneath the hillside. Maximum depth of excavation will range from approximately 24 feet below grade (FBG) beneath roadway portions to a maximum of 73 FBG at sections located beneath the hillside.

Geotechnical considerations identified for the Greystone site include:

1. The potential to encounter underground utilities;
2. Presence of low ground cover and potential distress to existing site improvements; and
3. The proposed caves ability to support loads associated with the ground weight, existing site improvements, and traffic.

The Vineyard Lodge site extends over relatively level alluvial terrain outside of the Napa River Flood Plain. Natural drainage consists of sheet flows over the ground surface that concentrate in man-made surface drainage elements such as roadside ditches and natural drainage elements including swales and creeks. Overall, the ground surface at 830 Pratt Avenue is hard, but remains subject to settlement as the moisture content reaches saturation. Groundwater has been detected at depths ranging from 7 to 11 feet below ground surface (FBG). The site is within Zone X of the current FEMA flood Map 06055C0263E, effective 09/26/2008.

In 2008, Consultants, RGH, prepared a Geotechnical Study for the Vineyard Lodge site in anticipation of the Vineyard Lodge II project. The study evaluated site conditions, seismic hazards, and geotechnical issues. The primary Geotechnical concerns identified include:

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

1. The presence of two to three feet of weak, porous, compressible, clayey surface soils and heterogeneous fill;
2. The detrimental effects of uncontrolled surface runoff and groundwater seepage on the long-term satisfactory performance of projects of this type, especially those constructed on alluvial fans, given the erosion potential and porous nature of surface soils; and
3. Strong ground shaking predicted to impact the site during the life of the project.

Impact Analysis

a.i) (Fault Rupture) No Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. Given that the project site is not considered part of the Alquist-Priolo Earthquake fault zone (APFZO) and no identified active faults traverse the site, there is no expectation that the site would be vulnerable to fault rupture. The nearest fault is the West Napa Fault, which had movement in 2014. The northern limit of rupture for the West Napa Fault was 15 miles to the south. Other nearby faults with surface rupture include the Rodgers Creek Fault, located approximately 12 miles southwest of the City and the San Andreas Fault zone, located 32 miles southwest. There is no risk of fault-related ground rupture during earthquakes within the limits of the site due to a known Alquist-Priolo Earthquake Fault Zone. Therefore, there are no impacts expected due to fault rupture for the Greystone site or on the Vineyard Lodge site.

a.ii)(Ground shaking) Less than Significant Impact: The proximity of the City to the active Rodgers Creek Fault and the West Napa Fault places it within Zone VII to VIII (strong to very severe) of the Modified Mercalli Intensity Shaking Severity Level. As such, the project site holds potential to expose people or structures to substantial adverse effects resulting from strong seismic ground shaking. The resulting vibrations would likely cause primary damage to buildings and infrastructure with secondary effects being ground failures in loose alluvium, landslide deposits or poorly compacted fill. Both the primary and secondary effects pose a risk of loss of life or property.

Conformance with standards set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking are less than significant. The Geotechnical Study prepared by Condor found the Greystone project site to be classified as site Class C according to CBC 2013. Site Class C requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies. The adherence to Class C Specifications will ensure the proposed caves and tunnels proposed would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death as a result of seismic activity.

The Geotechnical Study prepared by RGH Consultants found the Vineyard Lodge project site to be classified as site Class D; Site Class D requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies. The adherence to Class D Specifications will ensure the proposed dormitory buildings would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death as a result of seismic activity. With adherence to seismic design requirements as set forth in the California Building Code ground shaking would not adversely expose people or structures to elevated risk of loss. Therefore, the project is expected to have a less than significant impact as a result of seismic activity.

a.iii (Seismic-related ground failure/liquefaction) Less Than Significant Impact: Liquefaction is a phenomena associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground-shaking and response of soils underlying the site. According to the Geotechnical Study and assuming a peak ground acceleration of 0.33g generated by a 6.5 magnitude earthquake on the West Napa Fault, the liquefaction potential of the Vineyard Lodge site appears to be low. Similarly, the Geotechnical Study completed for the Greystone site concluded that based on subsurface conditions the site

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

potential for liquefaction was low. Accordingly, hazards related to ground failure and/or liquefaction are not anticipated and impacts are expected to be less than significant.

a.iv) (Landslides) Less than Significant Impact: The risk of landslide is dictated by several factors including precipitation conditions, soil types, steepness of slope, vegetation, seismic conditions and level of human disturbance. When certain conditions are present landslides can be triggered as a result of seismic activity. Landslides have been known to occur within Napa County, but are typically confined to slopes steeper than 15% and occur in areas underlain by geologic units that have demonstrated stability problems. Based on Condor's Geotechnical Study, the Greystone project site does not contain any historic landslides and no evidence of past landslides where observed. Condor concluded that the potential for landslides was low and no mitigation was required. Therefore impacts due to loss of structures of life from landslides are expected to be less than significant at the Greystone site.

The Vineyard Lodge site is relatively flat and not in close proximity to steep slopes therefore the proposed project is not expected to expose people or structures to substantial adverse effects, including the risk of loss, injury or death resulting from landslides and no impacts are anticipated. Based on sites flat topography and that it does not exhibit past issues, impacts associated with liquefaction and landslides are expected to be less than significant.

b. (Soil erosion or the loss of topsoil) Less than Significant Impact: Development of the project will require site preparation and grading activities that will potentially result in soil erosion or the loss of topsoil if not properly controlled. Water and wind serve as the primary catalyst of soil erosion, with steeper slopes intensifying the effects. Vegetation removal as part of the site preparation process as well as grading and ground disturbing activities associated with development can heighten the potential for and accelerate soil erosion. Further, the Vineyard Lodge site extends over an alluvial fan which is predisposed to erosion given its porous nature.

Project activities are not expected to generate a substantial loss in topsoil beyond what has occurred during previous site development, but will involve demolition of Vineyard Lodge I and grubbing including the removal of vegetation such as brush, trees and root systems, and dense growths of grass. Accordingly, construction activities do hold the potential to result in erosion if not properly performed. All ground activities associated with the project are subject to the City of Saint Helena's Erosion and Sediment Control Plan requirements (Chapter 13.32.090 D.3 of the Municipal Code). The erosion control plan is required to identify techniques such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site. Erosion associated with construction activities is also governed by the mandatory requirements of the National Pollution Discharge Elimination System (NPDES) General Permit, which is implemented through a Storm Water Pollution Prevention Plan (SWPPP). Compliance with these mandatory requirements would prevent substantial soil erosion and loss of topsoil.

Adherence to uniformly applied development standards, including the preparation of a SWPPP and/or an Erosion and Sediment Control Plan will ensure that any potential impacts due to erosion and sedimentation will be reduced to less than significant levels. Therefore, the project will generate a less than significant impact related to soil erosion or loss of topsoil.

c.(Unstable soil) Less than Significant Impact with Mitigation: The Geotechnical Studies prepared for the Greystone site and the Vineyard Lodge site set forth specific recommendations to address potential stability concerns. The Geotechnical Study prepared for the Greystone site identified the presence of fills and shallow ground cover above the cave entrance that could be potentially unstable if not properly reinforced. As such the Geotechnical Study recommends specific design parameters and construction techniques to ensure that unstable soils do not result in impacts due to development.

The Geotechnical Study prepared for the Vineyard Lodge Housing site identified the presence of heterogeneous fills of unknown quality and placement which can settle or heave under new loads. Weak and porous surface solids consistent with the Bale Clay Loam soil series may appear hard and strong under dry conditions but can lose strength rapidly and settle under new loads as

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
their moisture content increases and approaches saturation. If the settlement is not uniform, or if collapse occurs, structural damage would likely result. To remediate the potential impacts associated with unstable geologic units, the preliminary geotechnical study, prepared in 2008, recommends that weak soils be excavated to a depth of three feet and replaced with properly compacted engineered fill and/or foundations may be engineered to extend to a depth below the weak surface soils. As such, to ensure that potential impact due to unstable soil conditions are reduced to less than significant levels, **Mitigation Measure GEO-1** as set forth below shall be implemented. **Mitigation Measure GEO-1** requires that development of the Greystone cave and tunnels, as well as the Vineyard Lodge dormitories, adhere to applicable recommendations made by the respective Geotechnical Studies for each site and as deemed appropriate by the City Engineer. GEO-1 requires that construction techniques adhere to the recommendations set forth in the Geotechnical Studies including that site preparation remove potentially weak and compressible fills and re-compaction prior to re-use onsite, adhere to compaction recommendations for structural fill and pavements, and focused attention on reinforcement of the cave tunnels. Adherence to those recommendations outlined in the project's geotechnical studies and **Mitigation Measure GEO-1** will ensure that potential impacts from unstable soils are reduced to less than significant levels. **d.(Expansive soil) Less than Significant Impact:** The Geotechnical Studies prepared for the Greystone Master Plan identify a medium to low potential for expansive soils. The Greystone site exhibits a low to medium potential for plasticity and a low potential for volume changes between wet and dry soil conditions. Similarly, the Vineyard Lodge site indicates that the Bay Clay Loam soil series exhibits a medium to low expansive potential whereby they exhibit moderate to low strength and volume changes in reaction to seasonal fluctuations in moisture content. As such, neither site exhibits elevated concern associated with expansive soils and it is expected that standard construction techniques associated with Class C and D requirements will be adequate to ensure that soil expansion does not result in significant impacts. Therefore, potential impacts associated with expansive soils are expected to be less than significant. **e.(Septic tanks or alternative wastewater disposal) Less than Significant Impact:** At present, the Vineyard Lodge Housing Site has a primary treatment system that includes two existing septic tanks of 2,000 and 2,500 gallons, respectively. In order to accommodate the increase in effluent generated by the new dormitories, the project will remove the existing 2,000 gallon tank currently serving Vineyard Lodge 1, and add three new septic tanks ranging in size from 2,500 gallons to 5,000 gallons. Given that the site has not displayed any instability problems related to the existing septic tanks and that, pursuant to the Geotechnical Study prepared for the site and **Mitigation Measure GEO-1**, any unstable soils will be engineered to an acceptable strength, any impacts related to the soils ability to support the installation of septic tanks would be less than significant. **Mitigation Measures:** GEO-1. All recommendations outlined in the Geotechnical Studies prepared by RGH (May 16, 2008) and by Condor Earth Technologies (dated June 22, 2016), including those related to site preparation and grading, excavation, seismic design, cave and tunnel design and foundation system design, are herein incorporated by reference and shall be adhered to insofar as they are applicable to the subject project and to ensure that construction of the proposed structures and buildings adequately accounts for the geotechnical particularities of the site. All recommendations are subject to review and approval by the City Engineer and may be modified at his/her discretion. Prior to Certificate of Occupancy, the geotechnical engineer shall inspect the site work and construction and shall certify in writing that the improvements have been performed in accordance with the Geotechnical Studies, or as modified by the City Engineer.				
7. Hazards and Hazardous Materials				
a. Create a significant hazard to the public or the environment through the routing, transport, use or disposal of hazardous			✓	

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
materials?				
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wild lands?				✓

Sources: St. Helena 1993 General Plan; EnviroStor Database (accessed 10/11/16); GeoTracker Database (accessed 10/11/16); Phase 1 Environmental Site Assessment for 830 Pratt Avenue, Prepared by Kleinfelder, December 15, 2003; Calfire Wildland Hazards Map, Adopted 11/2007.

Setting

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. Pursuant to the Planning and Zoning Law, the Department of Toxic Substances Control (DTSC) maintains a hazardous waste and substances sites list (e.g., Cortese List). Existing hazardous materials and/or waste within St. Helena include underground storage tanks, Polychlorinated Biphenyls (PCBs), asbestos, and pesticides.

Hazardous waste management in St. Helena is administered by the Napa County Department of Environmental Management (DEM) through the Certified Uniform Program Agency. The CUPA program oversees five hazardous materials programs: Hazardous Materials Management Plans (HMMP) program, California Accidental Release Prevention (CalARP) program, underground storage tank (UST) programs, aboveground storage tank (AST) programs, and hazardous waste generation and disposal. The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) (formerly known as Cal/OSHA), is charged with enforcement of state regulation and the supervision of workplaces in California that are not under direct federal jurisdiction. State worker health and safety regulation applicable to construction workers include training requirements for hazardous waste operation and emergency response.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

A review of available records, databases (EnviroStor and GeoTracker) and reports indicate that the Greystone Campus and Vineyard Lodge Housing site are located approximately 6,900 feet and 4,900 feet, respectively, from a PG & E Voluntary Cleanup site. The Vineyard Lodge site historically supported residential and agricultural (viticulture) uses. According to historic aerials, the site was originally developed in 1902 with a single family residence and outbuilding with the remaining land devoted to vineyard. By 1968 the historic aerials indicate the presence of the Marlinda Convalescent home. In 2003, consultants, Kleinfelder, prepared a Phase I Environmental Site Assessment (ESA) for the Vineyard Lodge Site. The Phase I did not identify the presence of any recognized environmental conditions (REC).

Impact Analysis

a-b (Significant Hazard; Accident) Less than Significant: The proposed project will involve the demolition of Vineyard Lodge I (c. 1960) followed by the construction of three new residential buildings. Site preparation, construction activities and material delivery may result in the temporary presence of potentially hazardous materials including, but not limited to fuels and lubricants, paints, solvents, insulation, and electrical wiring onsite. Although these potentially hazardous materials may be present onsite during construction the applicant is required to comply with all existing federal, state and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials. Once construction is complete there will not be any ongoing use or generation of hazardous materials other than common household hazardous waste onsite.

Given that Vineyard Lodge I was constructed before 1978, the building has the potential to contain lead based paint (LBP) and or asbestos containing material (ACBM). Disturbance of the lead based paint during demolition activities could expose workers to potentially hazardous compounds or release such compounds into the environment if not properly managed. Title 17, California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines lead-based paint as paint or other surfacing coating that contains an amount of lead equal to, or in excess of, one milligram per square centimeter (1.0 mg/cm2) or more than0.5% by weight. In practice, this is interpreted to mean that any detectable amount of lead is regulated. For example, employees who perform trigger tasks (such as manual demolition) are required to receive employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. In addition, there are standard work practices required such as the use of wet methods and vacuums. It is required that all demolition and general work activities be conducted pursuant to all federal, state and local regulation as required by DOSH, Federal OSHA, USEPA,DTSC and BAAQMD.

In addition, demolition activities may hold the potential to release asbestos containing material given that the building's construction date preceded the banning of spray-applied asbestos in 1989. The EPA defines recognized asbestos containing materials (RACM) as any material exhibiting a composition with 1% or more of asbestos. National Emission Standard for Hazardous Air Pollutants (NESHAP), Regulation 40 CFR Part 61, stipulates that no emissions are allowed during building demolition or renovation activities involving RACM. In accordance with NESHAP, facilities proposed for demolition must be surveyed for total RACM, Category 1non-friable ACM, and Category 11 Non-friable ACM prior to project activities. The Bay Area Air Quality Management District (BAAQMD) implements EPA regulations governing RACM through Regulation 11, Rule 2: Asbestos Demolition, Renovation, and Manufacturing. Regulation 11, Rule 2 establishes requirements for the identification, reporting, handling, and disposal of RACM. The due compliance with federal, state and local regulations described above will ensure that hazards associated with the potential presence of RACM and LBP will not exceed less than significant levels.

Last, prior to the commencement of site preparation and construction activities, a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) would be implemented in accordance with the California State Water Resources Control Board (SWRCB) requirements. BMP are required to include measures to prevent spills and require onsite materials for cleanup. The applicant is required to comply with all federal and state regulations as overseen by the Sonoma County's CUPA. Accordingly, compliance with all applicable state and federal laws will ensure

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
that impacts related to the creation of a significant hazard are less than significant. **c. (Within 1/4 mile of a school) No Impact:** Neither of the project sites are located within a quarter mile of a school. The nearest school, Robert Louis Stevenson Middle School, is located approximately 0.5 miles southeast of the Greystone Campus and 0.4 miles south of the Vineyard Lodge Housing site. Therefore, no impacts related to the emission or handling of hazardous, or acutely hazardous materials, within one-quarter mile of an existing or proposed school are expected. **d. (Cortese Site) No Impact:** The project site is not listed as a Cortese site. There is no indication of spills, leaks, or contaminated soils on the project site. Therefore, the project will not create a significant hazard to the public or the environment by virtue of it being located on an identified Cortese site. **e,f. (Airport land use/airstrip) No Impact:** The project is not located within the boundaries of an airport land use plan or located in close proximity to a private airstrip; the nearest airport is the Napa County Airport located approximately 25 miles south of the project site. Therefore, the project would have no impacts associated with airport-related hazards. **g. (Emergency Response plan) No Impact:** The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project will not alter any emergency response or evacuation routes. Site plans include ingress and egress access that accommodate emergency vehicles and provide connectivity to the existing circulation and street system. California has developed an emergency response plan to coordinate emergency services by federal, state, and local government, including responding to hazardous materials incidents. The State Office of Emergency Services (OES) employs a Hazardous Materials (Haz Mat) Division which enforces multiple programs that address hazardous materials. There are no aspects of the proposed project that will interfere with an adopted emergency or evacuation plan and no impacts are anticipated. **h. (Wildland Hazard) Less than Significant Impact:** The City is characterized by a narrow valley floor surrounded and intermingled with steep hill terrain, containing areas which are susceptible to wildland fires. Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, grassland and forest that have succumbed to prolonged drought conditions. However, both of the project sites are located within developed areas, and according to the 2007 CAL FIRE "Fire Hazard Severity Zones" Map, both sites are located outside of the "Very High Fire Hazard Severity Zone" and categorized as Non- VHFHZ. Accordingly, no impacts related to wildland hazards are expected. **Mitigation Measures**: None Required.				
8.Hydrology and Water Quality				
a) Violate any water quality standards or waste discharge requirements?			✓	
b.) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j) Inundation by seiche, tsunami, or mudflow?				✓

Sources: Napa County General Plan; 1993 St. Helena General Plan; Drainage and Hydrology Analysis prepared for the Culinary Institute of America Vineyard Lodge Use Permit Application by Summit Engineering, September 2, 2016; Stormwater Control Plan Culinary Institute of America Vineyard Lodge Use Permit, prepared by Summit Engineering, June 21, 2016; napawatersheds.org; City of St. Helena Comprehensive Flood Protection Project, year 3 Annual Status Report, prepared by Waterways Consulting, December 15, 2013.

Setting:

The Greystone Master Plan is located within the Napa River watershed which comprises an area of approximately 426 miles and extends in a northwesterly direction from San Pablo bay in the south to Mount St. Helena in the north over a distance of approximately 55 miles. The Napa River runs along the northern boundary of the City of St. Helena. The Napa River drains the watershed and discharges to the Napa Sonoma Marsh on the margins of the San Pablo Bay. Major tributaries serving the Napa River and proximate to the project sites include York Creek and Sulphur Creek. The Greystone and Vineyard Lodge sites are located near to, but outside of, dam inundation areas for nearby storage facilities including St. Helena Lower Dam (approximately 0.8 mile west of the site) and Bell Canyon Dam (approximately 2.5 miles north of the site).

In 2011 the City completed major structural modifications to implement the St. Helena Flood Protection Project. The Flood Protection project introduced flood control facilities and drainage improvements to mitigate the 200 year flood event in areas proximate to the Napa River and it's confluence with Sulphur Creek. The Flood project included river channel improvements, a levee and floodwall construction. Subsequent to installation of flood improvements, FEMA approved a Letter of Map Revision (LOMR) effectively updating the flood insurance rate map (FIRM) and respective flood sensitive areas. The revised map went into effect on November 5, 2012. Both the Greystone and the Vineyard Lodge project sites are located outside of the 100 year floodplain and in FEMA Flood Zone X, as delineated on map number 06055C0263E.

Section 402 of the Clean Water Act regulates the discharge of pollutants to waters of the US. Locally, this is implemented through the National Pollution Discharge Elimination System (NPDES) General Permit. The NPDES General Permit Requirements address post-construction conditions resulting from development including through Low Impact Development (LID) requirements. Under LID requirements, new development and redevelopment including the subject project are required to mimic pre-developed conditions, protect water quality, and retain runoff from impervious surfaces onsite. Stormwater discharge, grading, and erosion control requirements are further described in the St. Helena Stormwater and Runoff Pollution Control ordinance (Municipal Code Chp. 13.32).

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

The City of St. Helena collects Storm Drainage Impact Fees which are assessed based on the square footage of new impervious surfaces as a means to offset any potential storm drainage impacts generated by development. Fees collected are used for ongoing maintenance of existing infrastructure and incremental expansion as envisioned by the City's stormwater control plan.

Both the Greystone and Vineyard Lodge site are developed with existing storm drain drainage infrastructure that captures flows and convey runoff to storm drains and bioswale facilities. Development proposed at the Vineyard Lodge site will increase impervious surfaces relative to the existing condition. In order to accommodate increased impervious surfaces, the project plans include LID measures consistent with requirements including bio retention facilities and grass lined interceptor swales. As described in the Vineyard Lodge Stormwater Control Plan, the project follows the "Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solano Counties. Bioretention LID facilities meet the minimum 4% equivalent tributary area as specified by the NPDES permit.

Hydrology and Water Quality Impact Discussion:

3.9(a, f). **(Water Quality and Degrade Water Quality) Less Than Significant Impact:** The CIA Campus Master Plan project applicant is required to file for coverage under the State Water Resources Control Board (SWRCB), Water Quality Order No. 2013-0001—DWQ, NPDES General Permit No. CAS000004 for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Mandatory requirements cover construction activities including, but not limited to, clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. Compliance is initiated through submittal of a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) and carried out through a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP contains a site map, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must also identify Best Management Practices (BMPs) to protect storm water runoff.

The installation of the bioretention, swales, and adherence to best management practices for erosion control during construction activities will ensure that water quality standards as prescribed by NPDES General Permit and the City of St. Helena Stormwater and Runoff Pollution Control ordinance and waste discharge requirements are met. No violations of any water quality standards or waste discharge requirements are expected.

No other water quality degradations are expected to occur from the project development. Implementation of the required SWPPP will ensure that there are no other impacts to water quality due to the subject project. Pursuant to St. Helena Municipal Code and per condition of approval, implementation of a SWPPP is required prior to issuance of grading permit. As such, impacts are expected to be less than significant to water quality.

3.9(b). (Groundwater depletion) Less Than Significant Impact: The City has adequate water supply resources to accommodate development of the CIA Campus Master Plan Project without depleting, degrading or altering groundwater supplies or interfering substantially with groundwater recharge. The City acquires potable water supplies from three sources: 1) Bell Canyon reservoir, a surface water source, 2) the two Stonebridge Wells (deep groundwater sources fed by the Sonoma Volcanic aquifer), and 3) the City of Napa. There is one on-site well on the Greystone property which is used for landscape irrigation only and will continue to operate under the proposed project.

The Greystone and Vineyard Lodge sites currently operate under an amended water use agreement, adopted per Resolution No. 2008-77. Under the Agreement 17.8 ac-ft./year is supplied to CIA at Greystone and 5.2 ac-ft./year is supplied to the Vineyard Lodge Site. The gross allotment between the two locations amounts to 23.1 ac-ft./year or 20,650 gallons per day (gpd). At present, both sites exceed the approved allotment. The average water use for the Greystone Campus during 2014/2015 indicate an annual water use of 18.78 ac-ft./year and the Vineyard Lodge site water use was 6.03 ac-ft./year for the same period. With proposed project improvements the water demand of the respective sites would be altered as a result of the proposed reconfiguration of uses and installation of new more efficient fixtures at both sites.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
Under the proposed project, the Greystone Campus would generate a reduced demand of 11.51 ac-ft./year and the Vineyard Lodge would demand 8.98 ac-ft./year. Thus, the overall water use for the Greystone Master Plan under the proposed project would be 20.49 ac-ft./year, which is below the current water allotment of 23.1 ac-ft./year. Therefore, with the proposed project the water demand generated by the CIA Campus Master Plan would be within the allowed allocation. The project would not deplete groundwater supplies, result in a lowering of the aquifer or otherwise interfere with groundwater recharge. Therefore, impacts would be less than significant. **3.9(c-d).(Drainage Pattern, Stormwater System and Runoff) Less Than Significant Impact:** The proposed project will not alter the course of a stream or river and the post development flow regime will largely mimic predevelopment conditions. A Stormwater Control Plan, dated June 21, 2016 was prepared by Summit Engineering to evaluate the pre and post-construction hydrological conditions to demonstrate that there will not be any increase in the Stormwater runoff volume or flow rate under the 10 year storm event; the post- curve number values, flowrate, and volume were shown to match the pre-project conditions. Pollutants from hardscape will be removed and runoff reduced through implementing Post-Construction Low Impact Design (LID) measures and through the use of bio-retention areas adjacent to each building at the Vineyard Lodge site and near new paved areas. Sidewalks and other impervious surfaces will be sloped or otherwise designed to direct stormwater in order to prevent pooling and disperse stormwater into bio-retention areas, and will not directly connect into the storm drain system until after they have had the opportunity to settle out and percolate. In addition to filtering and reducing the volume of water discharges from the introduction of impervious surfaces onsite, bio-retention areas are also designed to increase percolation and remove sediment from surface flows. With the proposed post construction LID measures, the introduction of new impervious surfaces onsite would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Onsite drainage, consisting of appropriately sized pipes, is proposed to provide stormwater protection during storm events. The general direction and pattern of drainage proposed will match pre-development conditions. The project will not result in a drainage pattern that causes substantial erosion or siltation on- or off-site; nor will it result in flooding on- or off-site. Therefore, impacts to the drainage pattern, storm drain system and runoff as result of the proposed project would be less than significant. **3.9(g-h). (Flood hazard Zone) No Impact:** Based on the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) Panel 06055C0263E, both project sites are located in Zone X, or non-special flood hazard zone. The proposed project will not introduce a substantial flood hazard and will not impede or redirect flood flows. The project will not place housing or structures in a flood hazard area and, as a result, will not expose people or structures to risks related to flooding. As such, the project would have no impacts due to a flood hazard zone. **3.9(i-j). (Levee, Dam failure, Inundation) No Impact.** The project site is not located within an area that could be affected a levee breech or dam failure, nor by seiche, tsunami, or mudflow. The Greystone Campus and Vineyard Lodge Housing sites are located near to, but outside of, dam inundation areas for nearby storage facilities including St. Helena Lower Dam (approximately 0.8 mile west of the site) and Bell Canyon Dam (approximately 2.5 miles north of the site). There are no substantial water bodies in the immediate vicinity of either project site. There will be no impact from inundation related to levee or dam failure as a result of project implementation. **Mitigation Measures**: None required.				
9. LAND USE AND PLANNING. *Would the project:*				
a. Physically divide an established community?				✓

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

Sources: St Helena General Plan, (1993); 2.0 Land Use and Growth Management; 6.0 Open Space & Conservation Element

Setting: The City of St. Helena is divided into two distinct areas: a developed "urban service area" and a more, rural, agricultural area located around the periphery such that the City exhibits a rather traditional landscape whereby commercial land uses are concentrated in the City center and along SR 29, with residential development radiating outwards to the northeast and southwest. The outer edge of the urban service area is demarcated by the urban limit line (ULL) which is a parcel specific boundary that marks the limit of allowed urban development. The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City.

The Greystone Campus is located within the City of St. Helena Urban Limit Line (ULL), and exhibits a land use designation of Public; Quasi Public providing for agriculture uses, wineries and public; quasi-public uses, amongst others. The site is zoned W: HP: PD (Winery with Historic Preservation and Planned Development overlays) and subject to Use Permit No. 93-105. The applicant is requesting amendments to the use permit to allow for a re-configuration of interior educational facilities, introduction of new storage cave, and expansion of student enrollment from 200 to 300 students. The project does not propose any substantial changes to the existing culinary education use of the site and as such, it will remain in conformance with the applicable land use designations with only technical changes to the use permit.

The Vineyard Lodge Housing site exhibits a General Plan land use designation of Agriculture, providing for, amongst other things, Public and Quasi-Public uses. The project is zoned PQP. As part of the project, the applicant is requesting variances to allow fewer parking spaces and a lesser setback than what is allowed under a strict interpretation of the Municipal Code.

The proposed project is subject to land use policies outlined in the St. Helena General Plan which has been adopted for the purpose of avoiding or mitigating an environmental effect. Applicable policies are outlined below:

Guiding Policies

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

2.6.4 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.

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

4.8.1 Preserve historic buildings and landscapes throughout the City of St. Helena as an important component of the City's heritage

4.8.2 Where feasible adapt historic structures to modern uses to ensure their economic viability and to protect against possible loss.

Impact Analysis:

a. (Physical Division of An Established Community) No impact: The Culinary Institute of America (CIA) at Greystone proposes a campus master plan to restructure and expand the educational facilities at the Greystone Campus (2555 Main Street) and expand student enrollment from 200 to 300 students. Also proposed is an underground storage cave and the installation of three modular storage units at the rear of the building. Concurrently, student housing facilities (dormitories)

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

at the Vineyard Lodge Site (830 Pratt Avenue) will be expanded to accommodate a total of 224 students.

Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing or severely limiting access within an established community. The division of an established community can also occur through the removal of an existing road or pathway which would reduce or remove access between a community and outlying areas. Given that the CIA Campus Master Plan project consists of the expansion of existing, allowed uses on what are previously developed sites, there is no expectation that the project would introduce an element that would cause the physical division of a community. Accordingly, the project will not generate any impacts.

b.(Conflicts with Applicable Plans) Less than significant with Mitigation: The proposed project activities at the Greystone Campus are allowed under the Public; Quasi-Public land use and Winery: Planned Development: Historic Preservation Overlay zoning district which specifically allows for educational uses. To expand enrollment, the applicant will be subject to a new use permit which would ensure that enrollment and changes to interior operations are of an intensity that is consistent with the intent of the General Plan and Zoning Ordinance. No changes are proposed to the site that would otherwise be in conflict with any applicable plan or regulation.

The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved.

Variances

Notwithstanding the use permit, the project is subject to other standard requirements stipulated by the Zoning Code, namely, parking and setback requirements which, given site constraints, the applicant maintains cannot be met. As such, the applicant has requested variances. The purpose of a variance is to allow deviation from a strict interpretation of the Code insofar as exceptional circumstances exist related to unusual shape, size, or condition of a property, because of adjacent land bordering a property, or enforcement of the respective standards would involve practical difficulties or undue hardship.

Under Municipal Code Section 17.112.050 the Vineyard Lodge Housing site is subject to a special setback requirement of 36' which applies to the northwesterly side of Pratt Avenue extending from the railroad tracks to the Napa River. The Vineyard Lodge I building, proposed for demolition was previously developed within the 36' setback (encroaching 29 feet)[3]. However, in an effort not to increase non-conformance, the project proposes a setback of 20' from the property line. The applicant has identified that, based on site constraints, the project cannot meet the 36' special setback required under the Code. Given that the existing Vineyard Lodge I building is located within the 36' setback area, introduction of the replacement building would not result in a substantially greater impact relative to the existing condition (see Aesthetic analysis above). However, since the buildings location achieves a reduced setback of 20' rather than the required 36' setback, the applicant has applied for a variance to allow for the deviation from this Code provision.

In addition, the project has requested a variance from the parking standards outlined in Municipal Code Section 7.124.30(A.3) and stipulated for "rooming, boarding, or lodging houses" (determined to be the closest applicable land use identified in the zoning code), which require two spaces for the "resident owner" and one space for each guest bed, for a total of 226 parking spaces based on this requirement for the gross total of 224 dormitory beds which would result at the Vineyard Lodge Housing Site. At present, the site features 85 parking spaces, but based on data provided by the applicant, only 31% of students have a demand for parking spaces. As described herein, the CIA provides a shuttle service to students for transport to and from the Vineyard Lodge to Greystone, as well as transport offsite. Staff, including cleaning and maintenance staff, are shared by both sites and as such, staff typically park at the Greystone site and are shuttled to the

[3] Data provided by Summit Engineering, October 2016.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Vineyard Lodge site as needed. Due in large part to the robust shuttle service, and supported by the rental car service also provided onsite, it has been identified that students do not heavily rely on individual vehicles. As such, the applicant is requesting that findings be made, either under a variance, or as part of the conditional use permit, to allow for 72 parking spaces (69 student spaces, and 3 spaces devoted to the rental cars) based on the unique operational characteristics of the land use and the expectation that only approximately 31% of student residents would be issued parking permits.

To ensure that the number of available parking spaces equates with the demand, the Conditional Use Permit will include a condition capping the number of parking permits issued to be commensurate with the number of spaces available and prohibit overnight off site and street parking. The project will further be conditioned to prepare a Transportation Management Plan, subject to review and approval by the Planning and Community Improvement Director that details the operation of the Shuttle Service and rental cars. To further minimize reliance on vehicles and associated parking spaces and to ensure consistency with the St. Helena Bicycle Plan, the applicant shall be required to implement **Mitigation Measure LU-1** which requires at least five (5) on demand bicycles be made available to residents of the Vineyard Lodge Housing Site. The provision of on-demand bicycles will further reduce student's reliance on vehicles (and associated parking spaces) and promote use of alternative forms of transportation that better aligns with the City's transportation and sustainability goals. With approval of the requested variances for deviations from the zoning requirements for parking and setbacks, conditions of approval capping issuance of parking permits and requiring a Transportation Management Plan, and compliance with **Mitigation Measure LU-1**, the project will be in conformance with all applicable regulations and Land Use and Planning impacts would be reduced to levels less than significant.

Growth Management System

The City of St. Helena has a Growth Management system (GMS) which restricts the development of new market rate housing to nine (9) units per year. The category of "dormitories" is not explicitly referenced in the GMS and given that the dormitory use is not a residential development with units available to the open market and the proposed rooms are only available to students attending the CIA culinary program, it is determined that the GMS does not apply to the proposed project. Further, the dormitories serve as temporary student housing and would not be expected to induce growth of permanent residents.

Conclusion

The intensification of use at the Greystone Campus and Vineyard Lodge sites will occur on previously developed land that is well served by public services, nearby to transportation routes and commercial areas of the City. With approval of the requested variances for parking and setbacks at the Vineyard Lodge site and the implementation of **Mitigation Measure LU-1,** which will further reduce demand for vehicles and associated parking, the project will be and remain in conformance with all applicable land use standards. Therefore, impacts related to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project would be less than significant.

C. (Conflict with any applicable habitat conservation plan) No Impact: The project is not subject to a habitat conservation plan or a natural community conservation plan. There are no conservation plans that apply to the City of St. Helena. Therefore, the project will have no impact to any conservation plan or natural community plan.

Mitigation Measures:

LU-1. To minimize reliance on vehicles, the applicant shall provide a minimum of five (5) on-demand bicycles to be available to residents on an as-needed basis. If there is an increase in student demand for bicycles beyond the number provided, the applicant is required to increase the number of bicycles available for dormitory residents to meet the demand. Bikes shall be maintained in good functioning condition and be readily accessible to residents. The applicant shall provide a written statement detailing how the on-demand bike service will function for review and approval by the Planning and Community improvement Director prior to building permit issuance. The bikes shall be made available for use upon certificate of occupancy for whichever building is constructed first.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
10. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓

Sources: St Helena General Plan: Open Space and Conservation Element (6-5), (6-6); SMARA Maps, Napa County, 2008; Geotechnical Study Report prepared by RGH Consultants Inc., May 16,2008; Geotechnical Engineering Study- Storage Caves: The Culinary Institute of America at Greystone 2555 Main Street, Prepared by Condor Earth Technologies, Inc., June 22, 2016; Lawson Geological Investigation, 1996; Bauer Geological Investigation, 2002, 2005.

Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California. These maps identify and classify mineral resources as to their relative value for extraction. According to the 1993 General Plan, surface materials in the St. Helena area are classified as "recent alluvium." The depth of the alluvium is likely to be in the range of 250 to 500 feet. Additionally, the General Plan states that there are no known mineral deposits of significance within the City with the exception of the aggregate (gravel) being mined from the stream bed of Sulphur Springs, which is west of SR 29 and not proximate to either of the project sites. To date, no aggregate mineral resources or other significant mineral resources have been mapped within the City of St. Helena.

Impact Analysis:

a,b (loss of mineral resources/ recovery sites) No Impact: The project site has not been delineated as a locally-important mineral resource recovery site on any plans or as a result of past geotechnical investigation performed at either of the project sites. As such, the project is not expected to result in the loss of availability of a known resource, including locally important mineral resources. Therefore, the project will have no impact to mineral resources.

11. NOISE. *Would the project result in:*				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sources: St Helena 1993 General Plan: Public Health and Safety Element (8-3); Culinary Institute of America Vineyard Lodge Noise Study, Prepared by ICF International, June 15, 2016.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Setting:
Noise is generally defined as unwanted sound. It is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity, but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

The primary noise sources within the St. Helena City limits include vehicular traffic, the Napa Valley Wine Train, and agricultural activities (e.g. Vineyard frost fans, pumps in isolated areas, fixed machinery, and heavy vehicle traffic during harvest). Noise sources also include hot air balloon flyovers and limited industrial activities, particularly the Sulphur Springs gravel mining operation on Sulphur Springs Creek. The Napa Valley Wine train tracks are located southwest of the Vineyard Lodge Project site, with passages occurring twice a day, seven days per week, at approximately 1pm and 2pm.The slow speed of the train and the short duration are such that the train is not considered a significant noise source.

The City of St. Helena Municipal Code Section 8.24.010 (C), limits Construction activities which generate noise that can be heard at the property line of any parcel of real property within the city limits to between the hours of eight a.m. to five p.m. and delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to seven a.m. to six p.m. Exceptions to these time restrictions may be granted by the public works director. No construction activities which generate noise that can be heard at the property line of any parcel of real property within the city limits are allowed on Sundays or Holidays. Operational noise levels are addressed by the General Plan's Noise Element according to land use type. For example, residential land uses are considered completely compatible with noise exposures of up to 55dBA and tentatively compatible in noise exposure areas of up to 60dBA.

Traffic is the primary noise generator in the vicinity of the project sites. The Vineyard Lodge site is also subject to noise generated by agricultural activities on adjacent properties. To characterize noise levels at the Vineyard Lodge Housing Site, a Noise Study was prepared by consultants, ICF International, on June 15, 2016. Noise monitoring was conducted on the Vineyard Lodge project site to characterize existing noise levels in the project area. The Napa Wine Train was not operating during this time and the existing housing facilities were not occupied as students were on break. The measured noise levels therefore represent the lowest noise levels likely to be encountered in the area. Overall, the noise measurements indicate that the noise environment in the project area is generally quiet and consistent with the rural setting.

Impact Analysis:

a.(Exposure to Excessive Noise Levels) Less than Significant: Traffic serves as the primary noise generator in the vicinity of the Vineyard Lodge Housing Site. Measurements taken on the project site indicate that existing traffic noise levels at the project site are in the range of 57 to 63 Ldn. The project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area. Further, conventional building construction with windows closed is expected to reduce exterior noise by at least 20 dB at interior locations. Accordingly interior noise levels at the new facility are expected to be 45 Ldn or less which is in compliance with the City standard for interior noise. Activities at the Greystone Campus will not generate or expose receptors to excessive noise levels. Impacts would be less than significant.

b. **(Ground borne vibration or noise) Less than Significant:** Operation of heavy construction equipment, particularly pile driving

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

and other impacts devices such as pavement breakers create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Construction at the Vineyard Lodge Housing site would occur approximately 75 feet from nearby residences. According to the Noise Study, construction activity would generate vibration that is barely to distinctly perceptible at the nearest residence but is not at a level that could cause damage to nearby structures. Because periods of perceptible vibration would be brief and temporary, the project is not expected to expose people to excessive groundborne vibration. Likewise, construction activity at the Greystone Campus would occur proximate to the onsite student housing. Cave construction would consist of excavating the tunnels using mechanical means (backhoe, milling head, and/or roadheader) and may result in ground borne vibration; however periods of perceptible vibration would be brief and temporary, the project is not expected to expose people to excessive ground borne vibration and impacts would be less than significant.

c.(Permanent Increase in Ambient Noise Levels) Less than Significant: As mentioned above, the City of St. Helena regulates the noise environment through Chapter 8.25 of the Municipal Code, which identifies noise levels of 55 CNEL as completely compatible and provides that noise levels up to 60 CNEL are tentatively compatible for residential land uses.

At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City' noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environmental present on-site. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

New mechanical systems associated with heating, ventilation, and air conditioning may generate noise. The specific details on the design and location of these systems has not yet been determined. However, per Municipal Code Section 8.24.10(b), no commercial or other activity may create noise that can be heard at the property line of any private property between the hours of 10:00 p.m. and 7:00 a.m. As such, the project must shield/ attenuate noise generated by mechanical systems to comply with the Standard City requirements. With the requisite adherence to City Code provisions, there is no expectation that the proposed mechanical systems would generate a level of noise that would adversely impact adjacent properties.

The facility will have a central quad area that may be used as a gathering place for students. Events such as barbeques and other social events could be held in the quad. Gatherings could include up to 120 students who would live on the site which would equate to a cumulative sound level of approximately 54 dBA at 50 feet. The nearest residence is about 260 feet from the center of the quad. A sound level of 54 dBA at 50 feet would drop to about 47 dBA at 260 feet assuming attenuation of 6 dB per doubling of distance. In addition the new buildings will surround the quad providing acoustical shielding of at least 5 dB between the quad and the nearest residence. The resultant sound level at the nearest residence would therefore be approximately 42 dBA. This is well below the measured daytime ambient sound levels that are in the range of 50 to 64 dBA. In addition, the CIA regulates activities at the Vineyard Lodge Housing Site to prohibit amplified music outside, enforces a 9:30pm n noise curfew, and prohibits non-residents from attending events in the quad.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Given the presence of this acoustical shielding and the rules that will be in place and required under the Use Permit, student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m. Accordingly, the proposed Vineyard Lodge Housing project is not expected to result in noise that exceeds applicable local noise standards. This impact is therefore considered to be less than significant.

Following implementation of the proposed changes at the Greystone Campus, interior and exterior noise levels would be similar to existing conditions. In other words, operational noises are not expected to generate additional sources of noise at the Greystone Campus and no impacts are expected.

d.) (Temporary Increase in Ambient Noise) Less than Significant with Mitigation: The City's Noise Ordinance establishes standards to minimize the temporary noise impacts associated with construction, such as limitations on the time of day and week when construction activities are acceptable. Construction activities associated with the CIA Campus Master Plan would result in temporary noise disturbances that could potentially impact nearby sensitive receptors due to the site's proximity to surrounding residential development. Noise generated during construction would vary depending on the construction phase and the type and amount of equipment used at the construction site. Construction activities that would generate noise include site grading, excavation, hauling and deliveries, foundation work, and to a lesser extent framing, and exterior and interior finishing. The highest noise levels would be generated during grading of the site, with lower noise levels occurring during building construction and finishing. No pile driving, jack hammering, or extensive work that would generate substantial groundborne vibration is anticipated.

Construction activities associated with the proposed project have the potential to result in temporary noise levels that would impact nearby noise sensitive land uses periodically over the course of the construction period. Construction related noise impacts are typically only occasionally intrusive and cease once construction is complete. Nonetheless, in order to ensure that noise levels due to onsite construction are minimized **Mitigation Measure NOI-1**, set forth below shall be implemented. NOI-1 below, which goes beyond the requirements of the City's Noise Ordinance, will ensure that potential noise impacts due to the temporary exposure of sensitive receptors to excessive noise during construction are reduced to less than significant levels.

(e-f) No Impact
The proposed project is not located within two miles of a public airport or public use airport, nor is it located near a private airstrip and does not expose people residing or working in the project area to excessive noise levels. Residents or visitors onsite would not be exposed to excessive noise levels generated by the airport and no impacts due to excessive noise exposure would occur.

Mitigation Measures:

NOI-1. Due to the proximity of sensitive receptors to the project sites, all construction activities shall be required to comply with the following and be noted accordingly on construction contracts:

1. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained.

2. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use.

3. Unnecessary idling of internal combustion engines is prohibited.

4. Equipment Location and Shielding: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
5. Acoustically shield such equipment when it must be located near adjacent residences. 6. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order. 7. Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors. 8. Noise Disturbance Coordinator: Applicant shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. The telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.				
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure)?				✓
b. Displacing substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

Discussion: A project will normally have a significant environmental effect if it will displace a large number of people or induce substantial growth or concentration of population. The CIA Campus Master Plan involves an expansion in student enrollment from 200 to 300 students for a net increase of 100 new students plus the addition of seven new instructional staff. Concurrently, 49 employees would relocate to the recently acquired American Center for Wine, Food & the Arts (Copia) in the City of Napa, California. The net change in student and faculty at the Greystone Campus would amount to a net increase of 58 students and staff. The Vineyard Lodge Housing would be expanded by a net total of 123 student residents.

Impact Analysis

a.(Population Growth) Less than Significant: The proposed project would increase the number of students from 200 to 300 (a total of 100 new students). Project construction activities at the Vineyard Lodge Housing site would result in a maximum occupancy of 224 student residents on-site, which equates to a net increase of 123 students. With the Greystone Guest House, which provides housing for 47 students, the project will be able to provide housing for 271 of its 300 students. The project would generate a net decrease in faculty. Given that the project will result in a net decrease in faculty, while providing housing for the majority of students, the project is not expected to significantly impact the existing or future housing supply in St. Helena. Accordingly, impacts will be less than significant.

b,c.(Displacement of Housing) No Impact: Project construction activities at the Vineyard Lodge Housing site include the demolition of Vineyard Lodge I. However, three new residential building units would be constructed, resulting in a net increase of 123 students on the project site. Therefore, the proposed project would not displace people or existing housing

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
that would require the construction of replacement housing elsewhere. No impacts are expected. **Mitigation Measures**: None Required.				
13. PUBLIC SERVICES. *Would the project:*				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including:				
i) Fire Protection?			✓	
ii) Police Protection?			✓	
iii) Schools?			✓	
iv) Parks?			✓	
v) Other Public Facilities?			✓	

Setting

Lands within the St. Helena City limits are well served by established public services including fire and police protection, schools and parklands. In order to offset the cost of improving or expanding City services to accommodate the demand generated by new development the City charges one-time impact fees on new private development. Development impact fees are necessary in order to finance required public service improvements and to pay for new development's fair share of the costs necessary to maintain acceptable levels of service related to fire and police protection services, open space, parkland and other such public services.

Impact Analysis

a,b.(Fire and Police Protection) Less than Significant Impact: The project sites are located within or near the urban limit line and proximate to the police and fire stations and are currently well served by public services. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, any impacts will be less than significant.

c. (Schools) Less than Significant Impact: The St. Helena Unified School District provides K-12 public educational services for the community. The District operates four schools, including a primary school, an elementary school, a middle school, and a high school. The CIA Campus Master Plan involves an expansion in student housing of 123 new student residents. A very limited number of the new residents may have school-aged children. Given that the CIA has moved towards and AOS degree program, most of the students are of college age and do not have school aged children. As such, it is expected that the St. Helena Unified School District would be able to accommodate any limited increase in new school-aged children that could be generated as a result of project implementation. Therefore, impacts would be considered less than significant.

d. (Parks) Less Than Significant Impact: The Parks Division of the Public Works Department maintains ten parks, four pathways, street trees, benches, and parking lots. These parks include a variety of recreational open spaces including walking trails, playgrounds, and picnic areas. The nearest park to both project sites is Lyman Park, located approximately 0.7 mile southeast of

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

the Greystone Campus and approximately 0.5 mile south of the Vineyard Lodge Housing site. The net increase in 123 new residents would result in an increase in the local population that would use community parks.

The General Plan identifies a low ratio of active parkland to population, as well as limited connection between passive and active recreational areas and developed areas of the City. The applicant is required to pay a civic improvement fee which is required of all new development to assist in amongst other things, the development and maintenance of recreational facilities in the community. Further, per **Mitigation Measure TRANS-2**, the applicant is required to install bike lane improvements on the portion of Pratt Avenue between the Vineyard Lodge Housing Site and the Pratt Avenue/ Highway 29 intersection, thereby helping to alleviate pressure on the City's parks and recreational facilities. Accordingly, with payment of impact fees and improvement of passive recreational facilities as required under **Mitigation Measure TRANS-2**, impacts related to maintaining service ratios and performance objectives related to park and recreational facilities would be less than significant.

e. (Other Public Facilities) Less than Significant Impact: The Project will not result in substantial adverse impacts associated with any other public facilities. The project sites are located within or adjacent to the urban limit line and are well served by existing public utilities. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. Therefore, any impacts to other public facilities will be less than significant.

Mitigation Measures: None required.

14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

Sources: St. Helena 1993 General Plan: Parks and Recreation Element; St Helena General Plan, Appendix C: Inventory of Recreation Resources

Setting

St Helena provides twenty acres dedicated to recreational activities at five locations within the city's limits. Elementary school and high school facilities within the ULL are also utilized to help meet the community's recreational needs. Two nearby adjacent California State parks offer an additional 1,900 acres of camping, swimming, and hiking trails for local residents and tourists.

The Parks Division of the Public Works Department maintains ten parks, four pathways, street trees, benches, and parking lots. These parks include a variety of recreational open spaces including walking trails, playgrounds, and picnic areas. The nearest park to both project sites is Lyman Park, located approximately 0.7 mile southeast of the Greystone Campus and approximately 0.5 mile south of the Vineyard Lodge Housing site.

The CIA Campus Master Plan involves a net increase of 123 new student residents which will be housed at the Vineyard Lodge Housing Site, equating to a slight increase in potential park users.

Impact Analysis

a. **(Deterioration of Parks) Less Than Significant Impact:** The proposed project would result in a net increase of 123 new student residents. The General Plan identifies a low ratio of active parkland to population, as well as, limited connection

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
between passive and active recreational areas and developed areas of the City. In order to offset an increase in demand for recreational facilities and not further degrade the already stressed park and recreational systems, the applicant is required to pay a civic improvement fee which is required of all new development to assist in, amongst other things, the development and maintenance of recreational facilities in the community. Further, the project will be required to comply with **Mitigation Measure TRANS-2** requiring bike lane improvements along a portion of Pratt Avenue which will ensure the project aligns with the intent of the St. Helena Bicycle Plan, 2012. That particular stretch of bike path will provide linkage to pathways along Highway 29 and will contribute to the establishment of improved connectivity throughout the City which can be used for both passive and active recreational activities. Since the project is not expected to substantially increase the use of existing parks or other recreational facilities, and will introduce bike lane improvements along Pratt Avenue that will serve to improve recreational opportunities within the City, impacts to these amenities would be less than significant. b. **(Additional Recreational Facilities) Less than significant Impact:** The project does not include active recreational facilities and does not require the construction or expansion of recreational facilities. Pursuant to **Mitigation Measure TRANS-2**, the applicant will be required to install bike lane improvements along Pratt Avenue between the Vineyard Lodge Housing Site and the Pratt Avenue/ Highway 29 intersection. The requisite improvements will be limited to previously disturbed areas and/or existing right-of-way and not expected to generate any adverse physical effects on the environment. Accordingly, any impacts would be less than significant. **Mitigation Measure**s: None Required.				
15. TRANSPORTATION/TRAFFIC. *Would the project:*				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?				✓
e. Result in inadequate emergency access?				✓
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		✓		
Sources: Traffic Impact Report: Culinary Institute of America Greystone Master Plan, prepared by Crane Transportation Group, November 17, 2016; Traffic Impact Report: Culinary Institute of America Vineyard Lodge Master Plan, prepared by Crane Transportation Group, November 2, 2016; St. Helena Bicycle Plan, 2012.				

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Setting

The City of St. Helena lies on a north-west/south-east axis, with State Route (SR) 29/Main Street serving as the main route for intercity and regional travel. 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 is confined to two travel lanes. Since SR 29 is a major north-south thoroughfare for Napa County, heavy through traffic is typical along Main Street. The street network to the west of SR 29 is a grid pattern of residential blocks connected to SR 29 by a series of east-west streets connecting residential areas. To the east of SR 29, the grid network is discontinuous due to the lack of parallel facilities to SR 29 to connect the east-west roadways.

Within the City of St. Helena, SR 29 serves as a two-lane north-south highway. At the Pratt Avenue tee intersection the roadway is 48 feet wide curb to curb. A 75-foot-long left turn lane is provided on the southbound SR 29 approach to Pratt Avenue. Curb, gutter and sidewalk line both sides of the highway at Pratt Avenue. North of Pratt Avenue there is a tree-lined, unsurfaced pedestrian path along the west side of the highway and an unsurfaced bicycle pedestrian path along the east side of the highway.

Pratt Avenue serves as a two-lane collector that connects Main Street to Silverado Trail on the north side of the City and provides access to both residential and winery uses, but lacks any north-south connections outside of Main Street. Despite its function as a major connection to Silverado Trail and as a bypass to congested conditions on Main Street, traffic is limited due to the poor sight distance and turning radius on the narrow Pratt Avenue Bridge that crosses the Napa River. It is about 40 feet wide in the vicinity of SR 29. Pratt Avenue is stop sign controlled on its approach to SR 29 and the westbound approach lane is 20 feet wide, allowing left and right turning vehicles to separate. Fronting Vineyard Lodge, the Pratt Avenue travel lanes are about 25.5 feet wide, and along the north side (the Vineyard Lodge frontage), there is a 13-foot wide, 160+-foot long parking bay. Sidewalks are in place fronting the project site, but sidewalks are discontinuous along the north and south sides Pratt Avenue.

Public Transit

Public transit service is readily available throughout Napa County. The primary transit service in Napa County is provided by the VINE, a fixed-route bus service providing service to Calistoga, St. Helena, Napa, American Canyon, Yountville, and parts of unincorporated Napa County. Two routes pass through St. Helena along S.R. 29: routes 10 and 29. Route 10 provides service from Calistoga to Napa, including stops in St. Helena, Rutherford and Oakville, running seven days a week, all day and including weekends. Route 29, the Vine Express, is a commuter bus operating from early morning through late afternoon, Monday through Friday. The Vine Express extends from Calistoga to the Vallejo Ferry Terminal and El Cerrito BART. Service hours are Monday through Friday, 5:20 am to 9:10 pm, Saturday 6:00 am to 8:10 pm, and Sundays 8:30 am to 7:00 pm. The bus stops nearest the project site are two Route 10 northbound stops located at the Pratt Avenue/SR 29 (Main Street) intersection and opposite CIA Greystone, on the east side of the highway.

The St. Helena Shuttle is an on-demand shuttle service available for a fee of $1.00 per trip. Service is available Monday through Friday 7:00 am to 9:00 PM, Friday and Saturday 7:00 am to 11:00 pm, and Sunday (May through November) 11:00am to 9:00 pm. *VINE Go* is an origin to destination, shared ride service which provides demand response for persons with disabilities in the cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville and the unincorporated areas of Napa County. VINE Go is the ADA paratransit service complementary to the fixed route operators and runs at times corresponding to the fixed routes.

Bike and Pedestrian Facilities

State Route 29 (Main Street) northbound from Pratt Avenue, is proposed as a link in the planned countywide Vine Trail Alignment, with a Class I Multi-Use Bike Path northbound, extending past the CIA-Greystone facility, north as far as Calistoga. Just east of S.R. 29 (Main Street) on Pratt Avenue, the Vine Trail Alignment loops north to connect to a proposed York Creek Class I Multi-Use Bike Path, then rejoins S.R. 29 just north of Pratt Avenue. State Route 29 (Main Street) southbound is an

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

existing Primary Class II Bike Route and is proposed to have a Class II Bike Lane.

Eastbound Pratt Avenue between State Route 29 (Main Street) and the railroad tracks is proposed to have a Class II Bike Lane; through this segment, westbound Pratt Avenue is proposed to have a Class I Multi-Use Bike Path and is a link in the planned Countywide Vine Trail Alignment. Eastbound Pratt Avenue between the railroad tracks and Silverado Trail, which includes the portion of Pratt Avenue fronting the Vineyard Lodge site, is proposed to have a Class III Bike Route. These facilities would connect with matching improvements on State Route 29 (Main Street) north of Pratt Avenue, and on Silverado Trail north and south of Pratt Avenue. Sidewalks are in place fronting the project site, but sidewalks are discontinuous along the north and south sides Pratt Avenue.

The 1993 St. Helena General Plan prescribed the following City Roadway and Intersection Impact Criteria to identify potential impacts from proposed development projects:

(a) 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.

(b) 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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.

Impact Analysis

a. (Plan, Policy Ordinance: Circulation System) Less Than Significant Impact with Mitigation: The Traffic Impact reports (TIR) prepared by Crane Transportation for the Greystone site and Vineyard Lodge Site (dated November 17, 2016 and November 2,2016) reviewed onsite circulation and access, and evaluated the Project's traffic impacts on the surrounding circulation network including two intersections in the project vicinity. Specifically, the analysis evaluated traffic impacts at the following unsignalized intersections:

1. CIA Driveway/ SR HWY 29 EB
2. Pratt Ave/ SR HWY 29 EB
3. Pratt Ave/ SR HWY 29 WB

The TIS evaluated existing conditions, existing plus project conditions, baseline/baseline plus project conditions (Yr 2018), and future/ future plus project conditions (Yr 2035). As described below, under existing conditions, all intersections are operating unacceptably at LOS D or worse, with the exception of CIA Driveway/ SR HWY 29 EB which is operating at LOS "C" under the AM peak hour scenario. The intersection LOS continues to deteriorate under all scenarios without the project. With the project, study intersections will improve slightly with the exception of Pratt Ave/ SR HWY 29 WB, which will operate unacceptably under LOS "F" during the AM and PM Peak hour with and without the project under both scenarios for baseline and Future conditions.

Trip Generation

As proposed, the CIA Master Plan project is expected to result in a net reduction in traffic trips. There are two reasons for the net decrease:

1. With the acquisition of Copia 49 faculty and employees (and associated traffic trips) will be transferred to Napa and seven new faculty positions will be added at the Greystone Campus. As such, traffic trips associated with the CIA at Greystone would be reduced by 42 roundtrips.
2. The applicant proposes to increase the size of shuttles employed from 14 and 22 to 22 and 32 seats, on an as-needed basis, which would accommodate the increased number of students (approximately 100) and therefore, the increase in enrollment/ housing would have a negligible change to traffic trips.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Accordingly, the project is expected to generate - (15) AM Peak Hour trips and -(21) PM Peak hour trips between Greystone and the Vineyard Lodge site. All new students are expected to reside at the Vineyard Lodge Housing site and therefore, no increase in students living off campus is expected. As such, there is no expected increase of trips generated by students living off campus.

Existing Conditions

With the exception of the CIA Driveway/ SR HWY 29 EB under the AM peak hour, all study intersections are operating unacceptably at LOS D or below during Am and PM peak hour traffic. With the addition of project-related trips to the existing conditions scenario, it is anticipated all study intersections will continue operating at the current level of service with very slight reductions in the seconds of delay. In accordance with 1993 GP significance criteria, if LOS of an unsignalized intersection degrades below LOS C, signal warrants shall be performed to determine need for signalization. According to the analysis, the intersections do not meet signal warrant thresholds under existing conditions.

Table 4
Summary of Existing and Existing plus Project Peak Hour Intersection LOS Calculations

Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 CIA Driveway/ SR HWY 29 EB	20.6	C	29.3	D	19.8	C	25.2	D
2 Pratt Ave/ SR HWY 29 EB	Driveway Intersection not yet operational							
3. Pratt Ave/ SR HWY 29 WB	30.3	D	39.3	E	30.5	D	39.6	E

Baseline Conditions

The project's TIS reviewed baseline conditions (Yr 2018) in order to assess existing conditions in conjunction with projects that are expected to begin generating traffic in the foreseeable future (within two to three years). As shown in Table 5, under the "Baseline" scenario, all intersections will continue to operate unacceptably with the exception of the CIA Driveway/ SR HWY 29 intersection, which is expected to operate acceptably at LOS C under the AM peak hour scenario. Under "Baseline plus Project (YR 2018)" conditions, Table 5 shows that study intersections are expected to operate unacceptably with the exception of CIA Driveway/ SR HWY 29, during the AM peak hour which is projected continue operating acceptably at LOS C.

The project's contribution to the study intersections would result in a minor improvement to the existing LOS, with the exception of Pratt Avenue/ SR HWY 29 WB where the addition of four (4) trips would further degrade the LOS under the AM and PM peak hours. Given the degraded LOS under Baseline conditions, a warrant analysis was undertaken. Under baseline conditions with and without the project, the intersections would not meet warrant thresholds. Given that the project would not degrade the LOS to the next lowest level at any of the study intersections impacts would be less than significant.

Table 5
Summary of Baseline and Baseline plus Project Peak Hour Intersection Calculations (YR 2018)

Study Intersection Approach	Baseline Conditions				Baseline plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 CIA Driveway/ SR HWY 29	21.8	C	32.0	D	20.9	C	27.2	D
2 Pratt Ave/ SR HWY 29 EB	35.9	E	36.4	E	35.1	E	35.4	E
3. Pratt Avenue/ SR HWY 29 WB	64.0	F	93.4	F	64.0+	F	93.4+	F

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Future Conditions

The TIS reviewed future conditions for study intersections through applying a growth factor of 2.2 to the existing traffic volumes at all study intersections to project future volumes. As shown in Table 6 below, under future conditions without the project, it is expected that all study intersections will operate unacceptably at LOS E or worse. Under the Future plus Project scenario, Table 6 shows that, although the project would slightly improve the LOS at some intersections, all study intersections would continue to operate unacceptably at LOS "D" or worse.

Table 6
Summary of Future and Future Plus Project Peak Hour Intersection Calculations (YR 2035)

Study Intersection Approach	Future Conditions				Future plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 CIA Driveway/ SR HWY 29	37.4	E	82.7	F	34.9	D	57.8	F
2 Pratt Ave/ SR HWY 29 EB	87.1	F	92.1	F	83.6	F	88.3	F
3. Pratt Ave/SR HWY 29 WB	518	F	867	F	518+	F	867+	F

Signal Warrants

Pursuant to 1993 General Plan significance criteria and at the direction of the City, the traffic consultant performed a traffic warrant analysis for the project study intersections. The warrants were based on the California Manual on Uniform Traffic Control Devices (CAMUTCD). The consultant applied the peak hour warrant (warrant 3) to the Pratt Avenue/SR HWY 29 intersection; which is often used as an initial check for signalization given the peak hour volume data is readily available and that warrant 3 is often the first one to be met. In addition, Warrant 1 (highest eight hour volumes) and Warrant 7 (Accidents) were performed. The TIS concludes that under scenarios *without* the project, the study intersections would not meet the signal warrant criteria for warrants 1, 3, or 7. Under the future plus project scenario, the projected volumes *approach* meeting signal warrant criteria 1 and 3, they do not, however, meet or exceed the thresholds. As such, signalization is not required under any of the traffic scenarios analyzed.

Tourist Generated Traffic Impacts

As a tourist destination, the Greystone Campus does exhibit regular visitation by buses. While, this visitation may decrease with the relocation of many CIA activities to the former COPIA site in Napa, it is expected that buses will continue to arrive at the Greystone site at least on an occasional basis. Given the buses ability to impede traffic flow along SR 29 the applicant will be required to comply with **Mitigation Measure TRANS-1** which will require buses to make reservations and obtain prior approval from the Culinary Institute to visit the Greystone Campus. The requirement for prior approval shall be clearly indicated on the school's website, promotional materials, and on signage at the entrance to Greystone prohibiting entry by buses without prior approval from the CIA. These measures will ensure that buses visiting the Greystone site will not inadvertently impede traffic flow along SR 29 and congestion will be further minimized. With **Mitigation Measure TRANS-1**, the projects impacts to the level of service at affected intersections will be less than significant.

Conclusion

As described above, the project will not degrade any of the intersections to the next lowest level of service, particularly those exhibiting an LOS C or better, nor will the project generate volumes such that signal warrant criteria would be satisfied. Further, with **Mitigation Measure TRANS-1**, all buses visiting the Greystone site will require advance reservations to visit the Greystone Campus and this stipulation shall be clearly indicated on the CIA's website and indicated on signage at the Greystone site entrance so as to prevent buses from causing traffic impediments. As such, with **Mitigation Measure TRANS-1**, traffic impacts are expected to be less than significant.

(b) (Congestion Management Plan) No Impact: Napa County has not adopted a Congestion Management Plan. As such, the proposed project would not exceed, either individually or cumulatively, a level of service standard established by the County

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Congestion Management Agency for designated roads or highways. No further analysis of this issue is required.

(c) (Air Traffic Patterns) No Impact: There are no airports in St. Helena. The closest airports are Angwin-Parrett Field (8.5 miles away), a public use general aviation airport located in Angwin; Napa County Airport, a public airport located in Napa (25 miles away); and Charles M. Schulz Airport (27 miles away), a public airport located in Santa Rosa. The project will have no impact on air traffic patterns, given the nature and location of the project, which is well outside of the established airport flight pattern.

(d) (Design Feature Hazard) Less Than Significant Impact: The project's TIS reviewed the adequacy of sight distance for vehicles exiting the project access driveways on Pratt Avenue; no changes are proposed for the Greystone driveway and therefore, it was not analyzed. Per the Caltrans *Highway Design Manual* the recommended site distance prescribed for minor-street approaches to driveways is based on stopping site distance using the approach travel speeds as the basis for determining appropriate site distance.

Pratt Avenue exhibits a posted speed limit of 30 feet and therefore warrants a minimum stopping site distance of 200 feet. At higher speeds, up to 50 mph, the required stopping site distance would increase to 430 feet. At Pratt Avenue sight lines to the east and west extend beyond 500 feet and as such, site distance is expected to be adequate. The project's design provides sufficient set back from roadways and maintains visibility around corners. The preliminary landscaping plan considers visibility in the location of proposed trees and shrubbery. As proposed, there are no hazards that impede or block visibility or represent an incompatible design feature. Therefore, the project will have less than significant impact resulting from site design hazards or inadequate site distance.

(e) (Emergency Access) Less Than Significant Impact: The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore emergency vehicle access is adequate and potential impacts will be less than significant.

(f) (Transit, Bicycle, and Pedestrian Facilities) Less Than Significant Impact with Mitigation: There is no proposed aspect of the project that would directly decrease performance or safety of existing alternative transportation facilities. However, the absence of bike lanes along Pratt Avenue inhibit the use of alternative transportation and opportunities exist to improve consistency with the City's Bike and Pedestrian Plan and are addressed in more detail below under "Bicycle Facilities".

Public Transit

The primary transit service in Napa County is provided by the VINE, a fixed-route bus service providing service to Calistoga, St. Helena, Napa, American Canyon, Yountville, and parts of unincorporated Napa County. Two routes pass through St. Helena along S.R. 29: routes 10 and 29. Route 10 provides service from Calistoga to Napa, including stops in St. Helena, Rutherford and Oakville, running seven days a week, all day and including weekends. Route 29, the Vine Express, is a commuter bus operating from early morning through late afternoon, Monday through Friday. The Vine Express extends from Calistoga to the Vallejo Ferry Terminal and El Cerrito BART. The bus stops nearest the project site are two Route 10 northbound stops located at the Pratt Avenue/SR 29 (Main Street) intersection and opposite CIA Greystone, on the east side of the highway.

Additional public transit facilities include the St. Helena Shuttle, an on-demand shuttle service available for a fee of $1.00 per trip, and *VINE Go* is the ADA paratransit service complementary to the fixed route operators and runs at times corresponding to the fixed route shared ride service which provides demand response for persons with disabilities in the cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville and the unincorporated areas of Napa County. Given that the project provides a regular and consistent shuttle service and will provide three rental cars to students, there is no expectation that the project would negatively impact current public transit facilities in St. Helena.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Bike and Pedestrian Facilities

State Route 29 (Main Street) northbound from Pratt Avenue, is proposed as a link in the planned countywide Vine Trail Alignment, with a Class I Multi-Use Bike Path northbound, extending past the CIA-Greystone facility, north as far as Calistoga. Just east of S.R. 29 (Main Street) on Pratt Avenue, the proposed Vine Trail Alignment loops north to connect to a proposed York Creek Class I Multi-Use Bike Path, then rejoins S.R. 29 just north of Pratt Avenue. State Route 29 (Main Street) southbound is an existing Primary Class II Bike Route and is proposed to have a Class II Bike Lane.

Eastbound Pratt Avenue between State Route 29 (Main Street) and the railroad tracks is proposed to have a Class II Bike Lane; through this segment, westbound Pratt Avenue is proposed to have a Class I Multi-Use Bike Path and is a link in the planned Countywide Vine Trail Alignment. Eastbound Pratt Avenue between the railroad tracks and Silverado Trail, which includes the portion of Pratt Avenue fronting the Vineyard Lodge site, is proposed to have a Class III Bike Route. These facilities would connect with matching improvements on State Route 29 (Main Street) north of Pratt Avenue, and on Silverado Trail north and south of Pratt Avenue. Sidewalks are in place fronting the project site, but sidewalks are discontinuous along the north and south sides Pratt Avenue.

In order to promote connectivity between the Vineyard Lodge Housing Site, Greystone Campus, and basic services and amenities in Downtown St. Helena, and to comply with the intent of the St. Helena Bicycle Plan, 2012, **Mitigation Measure TRANS-2**, will require that the applicant install a Class II Bike Lane along westbound Pratt Avenue in between the project site and the intersection with Main Street (SR29) and restripe for a fog line along the eastbound side of Pratt. It is determined that the requisite bike lane improvement would promote use of alternative forms of transportation while providing safe connectivity and also retaining the scenic qualities of the roadway. In addition, per **Mitigation Measure LU-1**, the applicant will provide at least five (5) on-demand bicycles to be used by residents of the Vineyard Lodge Housing Site which would provide a reliable source of bicycle transportation and help reduce reliance on fossil fuel burning vehicles. With **Mitigation Measures TRANS-1, TRANS-2, and LU-1,** included under the Land Use Section, the project will be consistent with the goals and objectives of the 1993 General Plan and St. Helena Bicycle Plan and impacts would be less than significant.

Mitigation Measures:

TRANS-1. Bus visitation shall require advance reservation and the size of buses allowed onto the Greystone property shall be limited to those which can successfully navigate the entrances to the property. This stipulation shall be clearly shown on (1) promotional materials and/or event flyers, (2) The Culinary Institute of America Website, and (3) On signage provided at the property entrance. The language employed shall be subject to review and approval by the Planning and Community Improvement Director in conjunction with the Chief of Police. Any physical signage shall be subject to the City's Sign Permit requirements enumerated in Municipal Code Section 17.148.

TRANS-2. The applicant shall either (1) microsurface the full width of Pratt Avenue along the Project frontage extending to the intersection of SR29 (Main Street), introduce by thermoplastic a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue in accordance with St. Helena Bicycle Plan, 2012, Appendix B – Design Standards for Class I, II, and III Bikeways OR (2) pay an in lieu fee of $130,000 to provide funding for the City of St. Helena to perform the requisite improvements. For option (1) work shall be completed prior to Certificate of Occupancy for whichever building is constructed first or for option (2) the in lieu fee shall be paid prior to issuance of building permit.

16. Utilities and Service Systems. *Would the project:*

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Impact with federal, state, and local statutes and regulations related to solid waste?			✓	

Sources: Wastewater Feasibility Study for Greystone, Prepared by Summit Engineering, Inc., June 15, 2016; Wastewater Feasibility Study for Vineyard Lodge, Prepared by Summit Engineering, Inc., June 15, 2016; Water Availability Analysis for Greystone and Vineyard Lodge, Prepared by Summit Engineering, Inc., June 14, 2016; Stormwater Control Plan for Vineyard Lodge, Prepared by Summit Engineering, Inc., June 21, 2016; Cal Recycle (http://www.calrecycle.ca.gov/SWFacilities/Directory/28-AA-0002/Detail/).

Setting

The Greystone Campus and Vineyard Lodge Housing site are served by the following service providers:

- Water supply and distribution: City of St. Helena
- Wastewater collection and treatment: Markham Combined Wastewater System; City of St. Helena
- Storm drainage: City of St. Helena
- Solid waste service: Upper Valley Disposal and Recycling
- Electrical and natural gas power: Pacific Gas and Electric Co.

Wastewater
The Greystone Campus discharges effluent to the privately owned Markham Combined Wastewater System (MCWS). The volume of wastewater entering this facility is regulated by Napa County Department of Environmental Management. The Vineyard Lodge Housing site discharges to the City of St. Helena's wastewater treatment system. The City's existing wastewater treatment plant capacity is limited by permit to 0.5 mgd per day during the three dry months of the year. The City has been notified by the Regional Water Quality Control Board that treatment plant upgrades and an amended permit are required. The capacity issues of the wastewater treatment plant are a function of nutrient load (intensity of effluent) and dry weather flow (amount of effluent). The Regional Water Quality Control Board has not requested that there be a moratorium on new connections to the treatment plant.

Solid Waste
Solid waste (including recyclable material) generated during project construction and operation would be collected by

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Upper Valley Disposal and Recycling and delivered to the Clover Flat Landfill outside of Calistoga. The landfill is permitted to receive 600 tons per day and as of September 2012 had 2,870,000 cubic yards of capacity remaining,

Water

The City of St. Helena provides water to both project sites. The current water allotments authorized by the Agreements allocate an average of 15,900gpd to Greystone and 4,750gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year.

Impact Analysis

a.(Exceed Wastewater Treatment Requirements) Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately 9,520 gallons per day (gpd) which equates to a projected net increase of 1,960 gpd over existing capacity. The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of 1,960 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of maintaining the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

c.(Require New Stormwater Drainage Facilities) Less Than Significant Impact: New catch basin filters, storm drains, and a series of bio-retention facilities would be installed to accommodate stormwater flows at the Vineyard Lodge Housing site. The proposed stormwater facilities would follow the "Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solano Counties (DGSTC)", prepared for the Bay Area Stormwater Management Agencies Association (BASMAA). Bio-retention LID Facilities would be sized at a minimum of 4% of the equivalent tributary area, as specified in the Phase II Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. Bio-retention LID

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact

Facilities would vary in size depending on the impervious areas for which they serve and would be located adjacent to these areas. These facilities would be designed in accordance with the Bioretention Facility Design Criteria beginning on Page 4-3 of the DGSTC.

Storm drains would be utilized throughout the project to direct stormwater from impervious areas, to the bioretention facilities at locations specified in the Stormwater Control Plan. The new pipes would be sized adequately to handle post project flow rates. Self-retaining areas would be designed in accordance with the criteria in "Areas draining to self-retaining areas" on page 4-2 of the DGSTC: a maximum ratio of two parts impervious to one part pervious area. Running parallel to the access drive, grass-lined interceptor swales would be utilized to convey and treat runoff from access drive. All swales would be designed to handle runoff from the 100-year storm event. In addition, the City of St. Helena collects Storm Drainage Impact Fees which are assessed based on the square footage of new impervious surfaces as a means to mitigating any potential storm drainage impacts generated by development. The proposed project is not expected to significantly increase runoff relative to the existing condition since the project site will be improved with an onsite storm drain system that conveys runoff to existing storm drain system with sufficient capacity. Therefore, the project is expected to result in less than significant impacts due to the expansion of existing storm water drainage facilities or construction of new facilities.

Project activities at the Greystone Campus would be limited to the reconfiguration of interior uses and installation of a storage cave. Therefore, no new Stormwater facilities would be required at the Greystone Campus.

d. (Sufficient Water Supplies) Less Than Significant Impact: The CIA Campus currently operates under two separate water agreements. The current water allotments authorized by the amended Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre-feet (AF) per year. Under the CIA Campus Master Plan, the applicant proposes to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites to accommodate the increase in housing at the Vineyard Lodge site, while maintaining the existing water allotment of 23.1af per year. Therefore, no new or expanded water entitlements are needed and impacts are considered less than significant.

e. (Wastewater Treatment Capacity) Less Than Significant Impact: As previously discussed under item a), the proposed improvements at the Greystone Campus will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd. Additionally, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional wastewater flows generated at the Vineyard Lodge Housing site. Therefore, the project will have less than significant impacts related to the adequacy or capacity of wastewater treatment facilities.

f-g. (Landfill Capacity) Less Than Significant Impact: During construction, the project would generate solid waste from building demolition, concrete and asphalt from the removal of existing impervious surfaces, and wood waste from tree removal. Consistent with the 2013 Cal Green Tier 1 Mandatory Measures, the applicant will be required to recycle or salvage at least 50 percent of nonhazardous construction and demolition waste and prepare a Construction Waste Management Plan that documents the diversion of materials as required by CalGreen. Accordingly, impacts associated with construction waste will be less than significant.

At operation, the project would continue to generate additional solid waste. Although the waste stream generated by the project is expected to increase during construction and operation, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, or local statutes and regulations related to solid waste. Therefore, implementation of the project will result in less than significant impacts to the local landfill's permitted capacity for solid waste disposal, as well as federal, state, and local statutes and regulations.

Mitigation Measures: None Required.

	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
XVII. Mandatory Findings of Significance.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

a. (Degrade the Environment) Less Than Significant: The project is consistent with the General Plan Land Use and goals, policies and programs. With implementation of mitigation measures set forth above under Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Land Use, Noise, and Transportation, the project's potential impacts would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or adversely affect cultural resources. Therefore, the project will have less than significant impacts due to degradation of the environment.

b. (Cumulatively Affect the Environment) Less Than Significant Impact: As described in the analysis above, potential environmental impacts are expected to remain at, or be mitigated to, less than significant levels. The project does not increase the severity of any of the cumulatively considerable impacts from the levels identified and analyzed in the General Plan EIR. Therefore, the project's cumulative impacts will be less than significant.

c. (Substantial Adverse Effect on Humans) Less Than Significant Impact: As reflected in the analysis above for each environmental topic, the project does not have the potential to result in substantial adverse impacts to humans. Therefore the project will have less than significant impacts due to substantial adverse environmental effects.

Technical Appendices: The following resources were prepared in order to further identify project specific parameters. Copies of these technical documents are incorporated herein by reference and are available for review during normal business hours at the City of St. Helena. Questions or requests to review any of the technical appendices listed below may be directed to the project planner, Lilly Bianco, at lbianco@cityofsthelena.org.

A. "BASMAA for Vineyard Lodge," prepared by Summit Engineering, June 21, 2016 and updated September 2, 2016.

B. "Air Quality & Greenhouse Gas Emissions: Culinary Institute of America 830 Pratt Avenue," prepared by Gilleran Energy Management, Inc., September 26, 2016.

C. "Air Quality & Greenhouse Gas Emissions: Culinary Institute of America at Greystone Rehabilitation," prepared by Gilleran Energy Management, Inc., September 26, 2016.

D. "Drainage and Hydrology Analysis," prepared by Summit Engineering, September 2, 2016

E. "Geotechnical Engineering Study – Storage Caves CIA at Greystone," prepared by Condor Earth Technologies, Inc., dated June 22, 2016

F. "Geotechnical Study Report," prepared by RGH Consultants, Inc., dated May 16, 2008

G. "Greystone Use Permit and Design Review Submittal Drawings," prepared by Architectural Resources Group, Delta 1, dated September 2, 2016.

H. "Culinary Institute of America Greystone Wastewater Feasibility Study," prepared by Summit Engineering, June 15, 2016, revised September 2, 2016.

I. "MWELO Landscape Documentation Package," prepared by Peter Wendt,

J. "Phase 1 Environmental Site Assessment for 830 Pratt Avenue," prepared by Kleinfelder, dated December 15, 2003

K. "Pratt Avenue Housing Use Permit and Design Review Submittal Drawings," by Architectural Resources Group, Delta 1 dated September 2, 2016

L. "Culinary Institute of America Vineyard Lodge Noise Study," prepared by ICF Int., Jun 15, 2016

M. "Roundabout Analysis," prepared by Summit Engineering, October 21, 2016.

N. "Secretary of the Interior Standards for Rehabilitation Compliance letter," prepared by Architectural Resources Group, dated August 14, 2016.

O. "Storm Water Control Plan For A Regulated Project," Culinary Institute of America Vineyard Lodge Use Permit (June 21, 2016)

P. "Traffic Impact Study Culinary Institute of America Greystone Master Plan," Prepared by Crane Transportation Group, November 17, 2016.

Q. "Traffic Impact Study Culinary Institute of America Vineyard Lodge Master Plan," Prepared by Crane Transportation Group, November 2, 2016.

R. Tree Protection Guidelines and Specifications Developed for the Culinary Institute of America, 830 Pratt Avenue," prepared by Pacific Tree Care, September 2, 2016.

S. "Vineyard Lodge 2 Hydraulic Calculations," prepared by Summit Engineering, December 11, 2008.

T. "Vineyard Lodge Wastewater Feasibility Study," prepared by Summit Engineering, June 15, 2016, revised September 2, 2016.

U. "Visual Impact Assessment," by Architectural Resources Group, dated August 17, 2016.

V. "Water Availability Analysis for Greystone and Vineyard Lodge, prepared by Summit Engineering, June 14, 2016 and revised September 2, 2016.

Mitigation Monitoring and Reporting Program

Culinary Institute of America Campus Master Plan
2555 Main Street
830 Pratt Avenue

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Monitoring Schedule	Verification
AESTHETICS AES-1. The final Landscape Plan and proposed vegetative screening shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit so as to confirm consistency with approved plans.	Project Applicant	St. Helena Planning Department	Prior to building permit issuance	
AIR QUALITY AQ-1: The applicant shall incorporate Best Management Practices for all construction activities and clearly indicate these provisions in the specifications. In addition an erosion control plan shall be prepared and submitted to the City of St. Helena prior to any construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day; 2. All haul trucks transporting soil, sand, or other loose material shall be covered; 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; 4. All vehicle speeds on unpaved roads shall be	Project Applicant	St. Helena Planning and Building Department St. Helena City Engineer	Prior to issuance of grading permit and Ongoing throughout project construction	

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limited to 15 mph; 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible; 6. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; 7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points; 8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; 9. Construction equipment staging shall occur as far as possible from existing sensitive receptors; 10. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations; and 11. The City's Public Works Inspector shall perform visual inspections during grading to assure that dust control is implemented and standard BMP are enforced.				
BIOLOGICAL RESOURCES				
BIO-1. All oaks proposed for removal from the Vineyard Lodge site shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if site constraints are such	Project Applicant	St. Helena Planning and Building Department	Prior to building permit issuance	

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that all replacement trees cannot be accommodated within the proposed site plan. The final Landscape plan showing the location of replacement trees shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit. BIO-2. The applicant shall comply with the recommendations of the "Tree Protection Guidelines and Specifications Developed for the Culinary Institute of America, 830 Pratt Avenue," prepared by Pacific Tree Care, September 2,2016.	Project Applicant	St. Helena Planning and Building Department	Prior to building permit issuance	
CULTURAL RESOURCES CUL-1. If during the course of ground disturbing activities, including, but not limited to excavation, grading and construction, a potentially significant prehistoric or historic resource is encountered, all work within a 100 foot radius of the find shall be suspended for a time deemed sufficient for a qualified and city-approved cultural resource specialist to adequately evaluate and determine significance of the discovered resource, confer with tribal representative, as appropriate, and provide treatment recommendations. Should a significant archeological resource be identified a qualified archaeologist shall prepare a resource mitigation plan and monitoring program to be carried out during all construction activities. CUL-2. The project applicant shall authorize the Yocha Dehe Winton Nation Tribe or qualified archeological professional to observe and monitor earth-moving, grading, and/or excavation at the Vineyard Lodge Housing Site to the extent that such activities would disturb soil profiles located 10 to 15 feet below grade. CUL-3. In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.	Project Applicant	St. Helena Planning and Building Department	Ongoing throughout project construction	

Agenda Item #5.2.

GEOLOGY AND SOILS GEO-1. All recommendations outlined in the Geotechnical Studies prepared by RGH (May 16, 2008) and by Condor Earth Technologies (dated June 22, 2016), including those related to site preparation and grading, excavation, seismic design, cave and tunnel design and foundation system design, are herein incorporated by reference and shall be adhered to insofar as they are applicable to the subject project and to ensure that construction of the proposed structures and buildings adequately accounts for the geotechnical particularities of the site. All recommendations are subject to review and approval by the City Engineer and may be modified at his/her discretion. Prior to Certificate of Occupancy, the geotechnical engineer shall inspect the site work and construction and shall certify in writing that the improvements have been performed in accordance with the Geotechnical Studies, or as modified by the City Engineer.	Project Applicant	St. Helena Planning and Building Department St. Helena City Engineer	Prior to issuance of grading and building permits, as appropriate and ongoing throughout project construction	
LAND USE LU-1. To minimize reliance on vehicles, the applicant shall provide a minimum of five (5) on-demand bicycles to be available to residents on an as-needed basis. If there is an increase in student demand for bicycles beyond the number provided, the applicant is required to increase the number of bicycles available for dormitory residents to meet the demand. Bikes shall be maintained in good functioning condition and be readily accessible to residents. The applicant shall provide a written statement detailing how the on-demand bike service will function for review and approval by the Planning and Community improvement Director prior to building permit issuance. The bikes shall be made available for use upon certificate of occupancy for whichever building is constructed first.	Project Applicant	St. Helena Planning and Department	To be approved Prior to issuance of building permit; implementation of Plan to begin prior to issuance of occupancy for whichever building is constructed first	
NOISE	Project Applicant	St. Helena Planning	Ongoing throughout	

Agenda Item #5.2.

NOI- 1 Due to the proximity of sensitive receptors to the project sites, all construction activities shall be required to comply with the following and be noted accordingly on construction contracts: 1. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained. 2. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. 3. Unnecessary idling of internal combustion engines is prohibited. 4. Equipment Location and Shielding: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes. 5. Acoustically shield such equipment when it must be located near adjacent residences. 6. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order. 7. Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors. 8. Noise Disturbance Coordinator: Applicant shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. The telephone number for the disturbance coordinator shall be		and Building Department	project construction	

Agenda Item #5.2.

conspicuously posted at the construction site.				
Transportation TRANS-1. Bus visitation shall require advance reservation and the size of buses allowed onto the property shall be limited to those which can successfully navigate the entrances to the property. This stipulation shall be clearly shown on (1) promotional materials and/or event flyers, (2) The Culinary Institute of America Website, and (3) On signage provided at the property entrance. The language employed shall be subject to review and approval by the Planning and Community Improvement Director in conjunction with the Chief of Police. Any physical signage shall be subject to the City's Sign Permit requirements enumerated in Municipal Code Section 17.148. TRANS-2. The applicant shall either (1) microsurface the full width of Pratt Avenue along the Project frontage extending to the intersection of SR29 (Main Street), introduce by thermoplastic a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue in accordance with St. Helena Bicycle Plan, 2012, Appendix B – Design Standards for Class I, II, and III Bikeways OR (2) pay an in lieu fee of $130,000 to provide funding for the City of St. Helena to perform the requisite improvements. For option (1) work shall be completed prior to Certificate of Occupancy for whichever building is constructed first or for option (2) the in lieu fee shall be paid prior to issuance of building permit.	Project Applicant	St. Helena Planning and Building Department	Prior to building permit issuance.	

Agenda Item #5.2.

City of St. Helena

Culinary Institute of America Campus Master Plan

Response to Comments
on the
Draft Initial Study/Mitigated Negative Declaration

February 21, 2017

RESPONSE TO COMMENTS ON THE DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

CULINARY INSTITUTE OF AMERICA CAMPUS MASTER PLAN
GREYSTONE CAMPUS AND VINEYARD LODGE HOUSING

This document provides responses to comments received on the Public Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Culinary Institute of America Campus Master Plan (hereinafter referred to collectively as the "project"). These responses address issues raised by the comments and clarify and reiterate discussion provided in the IS/MND. This document also includes corrections and additions to the IS/MND in response to comments received. These corrections and additions clarify or correct text in the IS/MND, but do not change the findings or conclusions of the analysis. This response to comments document along with the Draft IS/MND constitutes the Final IS/MND.

In accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended) (California Public Resources Code 21000 et. seq.), the IS/MND was circulated for a 20-day public review and comment period from December 9 to January 3 and extended for another 20 days, until January 23, 2017, for a total comment period of 40 days. Twelve (12) comment letters were received on the IS/MND. To the extent possible, comment letters received outside of the public comment period were also responded to. As explained herein, in light of the whole record, the City of St. Helena finds that all potentially significant impacts have been adequately addressed in the IS/MND and this Response to Comments.

CEQA REQUIREMENTS

CEQA Guidelines Section 15074 identifies the responsibilities of the Lead Agency when considering the adoption of a Negative Declaration or Mitigated Negative Declaration:

(a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.

(b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence[1] that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Consistent with CEQA requirements, the City of St. Helena has reviewed and considered all comments received on the IS/MND. CEQA does not require the lead agency to prepare a response to public comments received on a Negative Declaration or Mitigated Negative Declaration. Nevertheless, the City of St. Helena has prepared this document to fully disclose all public and agency comments received and to provide responses to those comments.

[1] "Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code Secs. 21080(e), 21082.2(c); Guidelines § 15384).

ORGANIZATION OF THIS DOCUMENT

Section 1 includes a "List of commenters on the Draft IS/MND." The comments received on the Draft IS/MND and responses to those comments are included in Section 2, "Responses to Public Comments." Section 3 provides, "Revisions to the IS/MND," which includes corrections and additions to the IS/MND. Corrections and additions to the IS/MND are shown in underline for new text added and in ~~strikethrough~~ for text that was deleted. Section 4, "Summary" contains a summary of this responses-to-comments process and subsequent action by the City of St. Helena regarding the project.

1. LIST OF COMMENTERS ON THE DRAFT IS/MND

The MND was circulated for a 40-day public review period that began December 9, 2016 and concluded on January 23, 2017. The City of St. Helena received a total of 12 comment letters on the IS/MND (see commenters 1-12 below). Written comments received during the public review of the IS/MND were from the individuals listed below:

1. Tom Thurmond, December 23, 2016
2. Tom Belt, December 23, 2016
3. Celia Lenson, December 26, 2016
4. George Caloyannidis, December 26, 2016
5. Donna Hinds, January 11, 2017
6. Tom Rinaldi, January 11, 2017
7. Dianna Varozza, January 17, 2017
8. D Packman, January 9, 2017
9. Carol Norfleet, January 18,2017
10. Anthony Micheli, January 13, 2017.
11. Paul Bertoli, January 19, 2017
12. Priscilla Dell, January 24, 2017

Section 2, below, provides the City's responses to comments received. A number of written comments received conflate points and opinions relevant to the project's merits with points pertinent to the potentially significant environmental effects of the project. As required under CEQA, the Response to Comments focuses on points relevant to the environmental review and limits discussion of comments related to the project's merits and which do not directly relate to the adequacy of the environmental document. Pursuant to CEQA Section 15073, a lead agency is not required to prepare formal written responses to comments on a mitigated negative declaration. Nonetheless, the City has prepared formal responses in an effort to provide a greater level of clarity and disclosure.

Comment letters received on the IS/MND involved variations of many of the same themes. To avoid redundancy and fully address all comments and concerns, the City has prepared "Master Responses," which serve as topical responses to address those comments replicated across comment letters. The Master Responses are followed by responses to individual comments letters and which address points not covered under any Master Response. The City reviewed and

considered all comments received. In no instance did the comments result in the identification of a new or previously unidentified significant impact.

Master Responses on the IS/MND centered on the following issues:

1. Aesthetics
2. Public Utilities
3. Traffic
4. Safety
5. Project Alternatives
6. Preparation of an EIR

2. RESPONSE TO COMMENTS RECEIVED

MASTER RESPONSE 1. AESTHETIC IMPACTS

The commenters assert that the building(s) proposed for 830 Pratt Avenue will adversely impact existing view sheds and that the scale and height are inconsistent with the rural character of the neighborhood and would cause an adverse impact to the visual environment.

As described on page 13 of the IS/MND, the City of St. Helena has not identified any specific vistas or viewsheds subject to protection, but rather, states that the sense of a strong connection to the surrounding agricultural open space and hillsides should be preserved in the future and that views of Vineyards, hillsides, creeks and major landscape features should be maintained. Consistent with the requirements of CEQA Section 15125, projects are to be analyzed against baseline conditions, which is generally interpreted to mean the physical condition existing at the time the environmental document is prepared *and*/*or* in limited circumstances, the physical condition projected to exist when a project becomes operational. Accordingly, the baseline conditions against which the proposed project was analyzed include a previously developed site in an otherwise agricultural and residential area with two existing dormitories, one to two stories in height, and exhibiting a total of 27,662 square feet and a parking lot with 85 spaces. The subject site is directly proximate to a series of three water treatment ponds (northeast of the site), and the Beringer Winery production facility that includes warehouses, offices, and a tank farm. At present, the site provides for intermittent views of surrounding vineyards and hillsides located to the east and west.

Pursuant to CEQA, a project may cause a significant impact to the visual environment if it would, amongst other things, have a *substantial* adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. To discern whether or not the project would cause a substantial adverse impact to a scenic vista or existing visual environment, the applicant prepared a Visual Impact Assessment based on the Bureau of Land Management methodology (**Appendix U of the IS/MND**). The Visual Impact Assessment evaluated modifications to the aesthetic environment for the foreground, mid-ground and background views from eight representative viewpoints and in relation to seven landscape components, namely, landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. It was determined that in most instances, the project would not measurably alter the viewers' perception of the visual environment, or degrade or obstruct existing scenic vistas i.e. the site would continue to read as multi-story dwelling units (dormitories) in an otherwise agricultural and residential area and continue to provide intermittent view of the surrounding agricultural areas and hillsides.

Certain viewpoints along Pratt Avenue, namely, VP1, VP4, and VP6 (as set forth in the Visual Impact Assessment, Appendix U of the IS/MND, would be subject to a greater level of change primarily due to the replacement of surface parking with buildings B and C. Nevertheless, it was concluded, based on the Visual Impact Assessment, that new construction would be of a scale and character consistent with the existing Vineyard Lodge II and that building design and colors will serve to limit changes to the visual environment. Last, mitigation measure AES-1 was introduced to ensure that the final landscape plan will exhibit a level of vegetative screening commensurate with that proposed, which will screen new buildings and therefore sufficiently limit visual changes to a less than significant level. Accordingly, the project is not expected to cause a *substantial* adverse effect on a scenic vista or *substantially* degrade the existing visual character or quality of the sites and its surroundings relative to the existing condition and impacts would be less than significant. No further analysis is therefore warranted.

MASTER RESPONSE 2. PUBLIC UTILITIES

Commenters assert that the Crinella pump station and wastewater Treatment Plant are inadequate to serve the project. In addition, commenters have indicated a concern related to adequacy of potable water supplies and presumed use of groundwater.

Under CEQA, a project may cause a significant impact if it would, "require or result in the construction of new water or wastewater facilities, the construction of which could cause significant environmental effects." As described on page 56 of the IS/MND under impact 16(B), the Vineyard Lodge project would result in a net increase of wastewater relative to existing conditions. However, the applicant is proposing on-site retention and treatment such that there would be no increase in instantaneous peak flows and therefore the loads placed on the sewer system would be largely consistent with those existing. This theoretical assumption will be confirmed pursuant to to condition of approval No.45, which requires the applicant perform a sewer capacity study.

In addition, the applicant is subject to a sewer impact fee assessed with the purpose of funding future upgrades and expansions of the wastewater collection system, treatment plant and/or associated pump stations. The assessment of development impact fees constitutes a uniformly applied development standard which is reflected as a condition of approval. It is presumed that impact fees will be imposed on the project and because the assessment of mandatory impact fees would cover the project's fair share contribution, any impacts subject to said fees would be less than significant and therefore no mitigation is required.

It should be further noted that, under state law, impact fees may only be collected to cover the impact of new development on existing infrastructure. Impact fees cannot be used to correct "existing deficiencies". Funding for maintenance and improvements to the City's wastewater infrastructure to correct existing deficiencies is from Wastewater utility rates (paid by consumers).

Crinella Pump Station

The Crinella Pump station serves properties located in northeast St. Helena. According to available records, the Crinella Pump station has undergone recent upgrades pursuant to mitigation imposed on the Los Alcobas Hotel project, which included the installation of a new 6" force main (to replace the existing 4" main) and 10" containment pipe that extends a distance of 1,210 linear feet from the Crinella pump station to the existing sewer system at the intersection of Railroad and Fulton Avenues.

To address the net increase in effluent, the CIA project applicant proposes upgrades to the SS primary treatment system which will include new septic and pump tanks. In addition, a new equalization pump tank will be used to collect and store effluent. The equalization pump will utilize onsite storage capacity and equivalent pumps to maintain the same instantaneous peak flow of the existing facility. As a result, there will be *no* increase to the instantaneous peak flow rate to the Crinella Pump Station relative to that which currently exists. No increases in peak flows will occur from implementation of the proposed expansion of the dormitories. Similarly, timed dosing (conveyance) of primary treated effluent during off-peak hours would further reduce loads placed on the pump station and Wastewater Treatment Plant. The retention of the same instantaneous peak flow and timed dosing during off-peak hours will prevent any adverse impacts to the Crinella pump station. When considered individually *and* in conjunction with other approved/ reasonably foreseeable projects, the expansion of the Vineyard Lodge Housing is not expected to place a demand on the Crinella pump station that could not be accommodated by the current system.

Wastewater Treatment Plant

From the Crinella Pump stations, flows are conveyed to the St. Helena Wastewater Treatment Plant. The Treatment Plant exhibits a dry weather treatment capacity of .5 million gallons per day (MGD) and a wet weather capacity of upwards of 2.8 mgd. On average, the WW Treatment plant treats approximately 400,000 gallons per day. Accordingly, the expected increase in flows generated by the subject project, which equate to 3,232 gpd, would be considered minimal. Further, because the project will provide on-site treatment, the effluent conveyed to the WW Treatment plan is expected to have 45 percent less Biological Oxygen Demand (BOD) relative to typical domestic water. Likewise, on-site treatment will also reduce Total Suspended Solids (TSS) by 80 percent relative to typical domestic water. Given that the net increase in effluent constitutes a relatively negligible amount and that the project applicant proposes primary on-site treatment, the loads placed on the wastewater treatment plant are minimal and not expected to generate an adverse impact.

Commenters allude to the fact that the California Regional Water Quality Control Board has ordered that upgrades be made to the City's Wastewater and Treatment Plant as a basis for the asserting that the sewer systems is inadequate to accommodate the proposed project. As a condition of 2016 NPDES permit reissuance, the City must come into compliance with current effluent limits for BOD and TSS by the year 2021. The NPDES permit authorizes discharge into the Napa River (a non-tidal waterway) given the absence of other feasible alternatives, *with* the stipulation that the City meet more stringent standards for BOD and TSS which are attainable by implementing more advanced secondary treatment. The city has until 2021 to come into compliance with the effluent limits and in the meantime is required to meet "interim" effluent limits.

Given that the amount of effluent generated by the subject project is, in relative terms, a minimal amount and that the project would perform primary on-site treatment to significantly reduce the level of BOD and TSS, the loading capacity placed on the Wastewater Treatment plant can be accommodated and the project would not cause the Wastewater Treatment Plant to exceed any of the effluent limits imposed on the facility now or in the current permit term. Further, the applicant will be assessed a sewer impact fee between 71 cents/ sq.ft. (Multi-Family Residential) to 94 cents/Square foot (lodging), equating to a total assessment value between $18,172.45 and 24,059.30. The sewer (wastewater) impact fee accounts for the costs associated with maintenance and improvement to the Wastewater Treatment Plant and Sewer Collection System in order to support new development. With sewer system upgrades proposed

by the project and the assessment of impact fees, the project is not expected to exceed or otherwise negatively impact the existing sewer system and infrastructure.

To conclude, given that the project would not increase the instantaneous wastewater peak flows of the site nor exceed the available capacity or effluent limits of the St. Helena Wastewater Treatment Plant and that the applicant would also pay the sewer impact fee which is commensurate with their fair share contribution, impacts related to wastewater would be less than significant. While no further analysis is warranted, the IS/MND will be updated to clarify and expand on the analysis to more accurately represent the project's relationship with the Wastewater Treatment system. In addition, an incorrect reference to the peak daily wastewater flows and anticipated increase will be corrected. The following changes to the language included on page 57 of the IS/MND, 16(a) will be made, as shown below:

A. **(Exceed Wastewater Treatment Requirements)** Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately ~~9,520~~ 9,605 gallons per day (gpd) which equates to a projected net increase of ~~1,960~~ 3,232 gpd over the existing ~~capacity~~ average recorded flow of 6,373. Effluent will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. A new equalization pump tank will be used to collect and store effluent. The equalization tank will provide approximately 12.5 hours of retention time at the anticipated peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City's sewer system. The equalization pump will utilize on site storage capacity and equivalent pumps to maintain the same instantaneous peak flow discharge as the existing facility. As a result, there will be no increase to the instantaneous flow rate to the City sewer system and therefore no adverse effect on the sewer system capacity. No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours would prevent any adverse impacts to the City sewers.

The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of ~~maintaining~~ improving the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

Ground Water

As stated above, several commenters purport that the proposed project will use groundwater and express concerns that there is not a sufficient level of groundwater in the aquifer to serve the subject project.

As detailed on page 65 of the IS/MND, the CIA maintains two separate water agreements applicable to the Greystone Campus and Vineyard Lodge Housing Site. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year.

The Greystone site has one existing well which may be used for landscape irrigation or domestic water use and will continue to be used as such under a new joint water use agreement. There is no new landscaping proposed for the Greystone site and no expectation that the project would result in a substantial increase to the amount of groundwater extracted from the onsite well. There are no groundwater wells at the Vineyard Lodge Housing Site and none are proposed. Rather, water supplies at the Vineyard Lodge Housing Site are provided by the City's municipal water supply, of which approximately 49% percent is sourced from Bell Canyon reservoir, 31% is provided by the City of Napa and approximately 20 % from Stonebridge Wells.

As specified in the IS/MND, the project will not result in a net increase to water use and will, like all water customers, be subject to water use restrictions imposed during dry years. Additionally, under the Water Agreements, the applicant will continue to be required to monitor and report City water use on a regular basis and be subject to penalties in the event that authorized water amounts are exceeded. Given the above, there is no expectation that the proposed project would exceed available water supplies or necessitate new or expanded water entitlements. Accordingly, no further analysis is warranted.

MASTER RESPONSE 3. TRAFFIC

Commenters assert that the project would cause traffic impacts which may be cumulatively significant and that sufficiency of parking on the Vineyard Lodge Housing Site at 830 Pratt Avenue is inadequate.

Traffic impacts/ LOS delays

The traffic analysis prepared by traffic consultant, Crane Transportation, was conducted in accordance with CEQA and appropriately determined that the project would not generate significant traffic impacts, cumulative or otherwise, and as detailed below.

The project's traffic impacts were evaluated consistent with the requirements of CEQA in Section 15, 'Transportation/Traffic,' of the IS/MND. The Traffic consultant, Crane Transportation, performed traffic counts on Thursday, May 12, 2016 for the period from 6:00 AM to 6:00 PM to establish the existing condition exhibited by the study intersections. Volumes were then seasonally adjusted consistent with Caltrans' PeMS (Performance Measurement System) peak season data for S.R. 29-128 to represent peak season conditions.

Traffic and intersection operations were evaluated using level of service calculations. Level of Service (LOS) provides for a qualitative description of operations that range from "LOS A," whereby the roadway exhibits excess capacity and little or no delay is present, to "LOS F," whereby the volume of traffic exceeds the capacity and generates long queues and excessive delays. Typically, "LOS E" represents "at capacity" conditions and "LOS F" represents "over capacity" conditions.

For side street stop-controlled intersections, such as that exhibited by the Pratt Avenue/ SR 29 intersection, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements. In an effort to evaluate the project's reasonably foreseeable impacts, traffic impacts were evaluated under existing, baseline (2018), and future (2035) scenarios.

As detailed in the Traffic Analysis, the significance criterion established by the 1993 St. Helena General Plan and applicable to the subject project reads, *"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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.*"

Under existing conditions without the project, the Pratt Ave/ SR HWY 29 WB intersection exhibits an LOS "D" under the AM Peak hour and LOS "E" under the PM Peak Hour and therefore the level of service is *already* below that considered acceptable by the General Plan, which is LOS C. Under baseline and future scenarios, the intersection further degrades to LOS "F" under conditions *without* the project.

In accordance with the significance criteria applicable to the project, a warrant threshold analysis was undertaken to determine the need for signalization. There are 9 possible tests for determining whether a traffic signal should be considered for installation. As detailed on page 9 of the traffic Study (**Appendix Q**) These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2014, California Supplement.

As stated in the Traffic Impact Report and on page 52 of the IS/MND, signal warrant thresholds were *not* met and therefore signalization is not needed and the project is not required to install signalization or otherwise mitigate for an impact. Accordingly, the Vineyard Lodge's contribution to traffic delay is determined not to be so substantial as to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system and does not constitute a potentially significant impact necessitating mitigation.

The commenters' concerns related to the delay on Pratt Ave/SR Hwy 29 WB Intersection. While the traffic study does confirm the assertion that the Pratt Avenue/ SR Hwy 29 intersection exhibits a deteriorated LOS under all scenarios (existing, baseline, and future), the substantial delay is an existing condition and continues to occur under future scenarios both with *and without* the project. The project's contribution to the existing delay is not great enough to trigger the need for signalization. The need for signalization at the Pratt Avenue/SR 29 intersection will continue to be monitored as subsequent project's trigger the need for a traffic study/warrant analysis and as needed to inform the Napa Valley Transportation Authority (NVTA) circulation plan updates and Caltrans studies. Further, the project will be assessed a traffic impact fee which will help pay for circulation improvements to reduce the impacts of traffic generated by new development within the City. Finally, all subsequent projects subject to CEQA will be required to evaluate their respective traffic impacts and contributions to roadway delays and mitigate accordingly. Given the above, the IS/MND's conclusion that the project will have a less than significant impact and the determination that the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system remain valid.

Cumulative Traffic Impacts.

To determine whether impacts may be "cumulatively considerable" the City directed the traffic consultant to evaluate traffic under the existing, baseline, and future year scenarios. The baseline scenario accounts for traffic generated by "pipeline projects" or those which are approved and/or reasonably expected to be constructed in the next 2-3 years; the traffic study accounted for traffic generated by the Los Alcobas project; however, no other approved major projects were anticipated at the time the traffic study was prepared in November 2016. For the future year scenario, the traffic impacts included pipeline projects (Los Alcobas) *and* applied a 2.25 percent growth rate to reflect buildout of the General Plan in 2035.

Under CEQA, a traffic impact could occur if the project would (amongst other things) "Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system…" As stated above, the City's significance criterion applicable to the project is outlined in the General Plan, and reads: "*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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis."*

As detailed in the traffic study and MND, when the project's traffic impacts are combined with the anticipated traffic impacts of other past, present, and probable future projects in the area, they do not cumulatively increase traffic levels above the City's significance threshold (i.e. warrant thresholds were not met under any of the scenarios). If this potential were to exist, the environmental document would be required to mitigate cumulative impacts. However, because, taken together, the existing, baseline, and future scenarios do not cumulatively exceed the significance thresholds, the projects traffic contributions are not "cumulatively considerable" meaning that the project does not have a potential to result in cumulative impacts and no further consideration of cumulative impacts is warranted.

Parking

Commenters assert that the level of parking proposed for the Vineyard Lodge Housing expansion is not sufficient and that residents of the Vineyard Lodge will park along Pratt Avenue.

A deficiency in parking does not in and of itself trigger a mandatory finding of significance nor is it necessarily considered a potential significant environmental impact; if however, the parking deficiency would contribute to or otherwise generate traffic congestion, safety hazards, etc, it may be a significant environmental impact. Because the Project and the proposed Vineyard Lodge Housing site has been planned and proposed to accommodate the transportation needs of its students through the provision of designated spaces and in conjunction with other means enumerated below, there will be no direct or indirect parking related impacts that would cause a potentially significant impact on the physical environment and no further analysis is warranted.

As stated on page 17 of the Traffic Impact Report (**Appendix Q**), the Traffic Consultant, Crane Transportation, performed hourly on-site parking surveys on Thursday May 12, 2016, which was considered to be a "typical day" at the CIA Greystone campus and Vineyard Lodge Housing Site. As detailed in the Traffic Impact Report (TIR) (which is incorporated into the IS/MND), at maximum, 42 vehicles were parked in the 85 space parking lot at the Vineyard Lodge Housing site. East of the main building, in the service parking area, there was one to three service vehicles parked throughout the day. At all times there were 43 or more available parking spaces in the parking lot. It was noted that permits were not readily displayed and therefore, the site did not appear to be monitored for permit holders versus visitors. Based on information obtained from the applicant, it is understood that 31 parking permits have been issued to students and therefore, it is assumed that vehicles in excess of that belong to visitors. The purpose of the parking analysis was to determine the appropriate number of parking spaces to provide a sufficient level of off- street parking for residents; as such, the TIR did not account for vehicles parked off-site and/or along Pratt Avenue.

As stated above, for the existing 101 rooms at the Vineyard Lodge Housing Site, only 31 parking permits have been issued. As such, it is reasonably concluded that the parking counts from May 2016 reflect the 31 permitted vehicles and approximately 10 visitor vehicles. With both resident and visitor vehicles, there remained an excess capacity of 43 parking spaces.

There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue *or* not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. Mitigation Measure LU-1 specifies:

> *" To minimize reliance on vehicles, the applicant shall provide a minimum of five (5) on-demand bicycles to be available to residents on an as-needed basis. If there is an increase in student demand for bicycles beyond the number provided, the applicant is required to increase the number of bicycles available for dormitory residents to meet the demand. Bikes shall be maintained in good functioning condition and be readily accessible to residents. The applicant shall provide a written statement detailing how the on-demand bike service will function for review and approval by the Planning and Community improvement Director prior to building permit issuance. The bikes shall be made available for use upon certificate of occupancy for whichever building is constructed first."*

By providing parking permits and spaces at a level consistent with the "typical" demand and complying with Mitigation Measures LU-1 which requires an on-demand bike program, the demand for parking is not expected to exceed that provided by the project. As such, the provision of 69 designated parking spaces consistent with the ratio currently exhibited by the

subject site, is reasonable and is not expected to cause an adverse physical impact on the environment.

Finally, in regards to on-street parking — parking is allowed along Pratt Avenue insofar as there is adequate shoulder widths (8 feet) and where adequate shoulder widths do not exist, parking is prohibited and denoted by red striping. Vehicles parked in appropriate locations along Pratt Avenue do not pose a safety hazard or otherwise generate a significant impact on the environment and therefore, no further consideration of this matter is warranted.

MASTER RESPONSE 4**.** SAFETY

Commenters note the poor condition of the Pratt Avenue Roadway and indicate that its current condition is not sufficient to maintain safety and that the CIA should do more to remediate the unsafe road conditions.

As stated on page 49 of the IS/MND, Pratt Avenue serves as a two-lane collector that connects Main Street to Silverado Trail on the north side of the City and provides access to both residential and winery uses. The condition of the Pratt Avenue roadway is an existing condition and would continue to deteriorate with *or without* the project. The project's contribution to roadway deterioration of Pratt Avenue is expected to be average and not exceptional relative to the contributions of other users.

The proposed project would result in an increase in the number of students residing at the Vineyard Lodge housing site and attending weekday classes at the Greystone facility. Regular shuttle service would continue to provide transportation between the Vineyard Lodge Housing site and the Greystone campus on weekdays, as students would not be allowed to use a personal vehicle to attend classes at Greystone as stated by the applicant and consistent with the current practice of students enrolled at the CIA. This prohibition will be detailed in the Transportation Management Plan required pursuant to Condition of Approval No.__. Alternatively, some students may choose to walk or bike to classes. However, shuttle buses would continue to be provided from 5:30 am to 9:00 pm with no change in frequency of shuttle trips given the proposed increase in shuttle size. Three on-demand rental cars will be provided for non-school related trips. It is recognized that the increase in traffic trips generated by the project would contribute towards typical wear and tear of the roadway.

The CEQA Guidelines and recent case law, namely, Dolan v. City of Tigard, 512 U.S. 374 (1994), acknowledge that mitigation measures imposed on a project must have an "essential nexus" to a legitimate government interest and must bear a "rough proportionality" to a project's impacts; in other words, the mitigation must be related both in nature and extent to the impact of the proposed project.

The portion of Pratt Avenue that extends from the dormitories to the intersection with Main Street includes the section of roadway which would be most frequently used by the residents of the Vineyard Lodge Dormitory. To ensure that the applicant contribute their fair share towards the maintenance of the most readily affected portion of Pratt Avenue, mitigation measure Trans-2 would be imposed on the project and stipulates that, *"The applicant shall either (1) micro surface the full width of Pratt Avenue along the Project frontage extending to the intersection of SR29 (Main Street), introduce by thermoplastic a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue in accordance with St. Helena Bicycle Plan, 2012, Appendix B – Design Standards for Class I, II, and III Bikeways OR*

(2) pay an in lieu fee of $130,000 to provide funding for the City of St. Helena to perform the requisite improvements."

There is no nexus to require the applicant to contribute towards repaving *all* of Pratt Avenue because the Project, as proposed, will not generate a substantial increase in trips along the entirety of Pratt Avenue and given that the deteriorated condition of Pratt is an existing condition As such, repaving all of Pratt Avenue would be disproportionate to the impacts of the project. By Law impact fees can only be collected to cover the impact of new development on existing infrastructure. In other words, Impact fees cannot be used to correct "existing deficiencies". Accordingly, the mitigation measure Trans-2, set forth in the MND is sufficient to offset project specific impacts and no changes are warranted.

To further clarify, normal street maintenance is performed by the City of St. Helena and may include upgrades to maintain pavement, striping, curb and gutter, street lighting, access ramps, sidewalks and storm drain infrastructure, etc. The City utilizes a computer-based program that helps prioritize roadway maintenance and construction projects based on current Pavement Condition Index and available funding. The program prioritizes roadway maintenance based on level of deterioration and public use. The list of projects are then vetted by City staff and presented to City Council for approval each year. Funding to undertake street maintenance is comprised of General Fund, gas tax, grants, sales tax, and Measure T funding (available 2018).Street maintenance projects programmed in the pavement management plan for Fiscal Year 2016/2017 and 2017/2018 do not currently include Pratt Avenue. However, Staff will develop a new two year pavement management plan in conjunction with the Fiscal Year 2017/2018 budget. This pavement management plan will include more funding than the recent past due to new funding anticipated from Measure T in 2019. Measure T is expected to provide over $600,000 per year to the City of St Helena to be used towards maintenance of streets and sidewalks.

MASTER RESPONSE 5. PROJECT ALTERNATIVES

Commenters ask that alternative sites, including the Greystone Campus, be considered to accommodate housing.

Mitigated Negative Declarations do not require the consideration of alternatives and as such, the scope of the CEQA review was limited to the proposed project. Where an Initial Study establishes that a project will not create substantial or potentially substantial adverse changes to the physical conditions within the area of the project, a negative declaration or mitigated negative declaration is appropriate. Here, the required mitigation measures ensure that the Project will not create significant environmental impacts and as such, the environmental document includes those elements required of an MND: A brief description of the project, location, and proponent's name (CCR §15071[a,b]), proposed finding that the project will have no significant effect (CCR §15071[c]) ,initial study documenting reasons supporting the finding (CCR §15071[d]),and mitigation measures to avoid potentially significant effects (CCR §15071[e]). Negative declarations and mitigated negative declarations do not require analysis of project alternatives because the project as proposed will not have a significant environmental impact. Thus, no alternative sites were required to be analyzed as a part of the Project's environmental review.

MASTER RESPONSE 6. PREPARATION OF AN EIR

Commenters assert that that the project may result in potentially significant impacts, requiring the City of St. Helena to prepare an EIR to comply with CEQA.

Based on the whole record before the City of St. Helena including the Initial Study, all potentially significant impacts can be mitigated to less than significant levels. Therefore, an MND is the appropriate level of environmental review.

The commenters do not detail *how* the project will result in significant impacts nor detail how or why mitigation measures are insufficient. Likewise, there is no specificity as to what significant impacts the project would generate. None of the comment letters received and included herein present a fair argument based on substantial evidence that the Project may have a significant impact on the environment.

"Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code §§21080(e), 21082.2(c); Guidelines § 15384). CEQA § 15204(c) advises reviewers that comments should be accompanied by factual support: Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to § 15064, an effect shall not be considered significant in the absence of substantial evidence. At the drafting of this Response to Comments no such factual support has been provided that raises a fair argument that the Project, as proposed, may have a significant impact on the environment.

The City of St. Helena as the Lead Agency, has duly considered all comments received in response to the Initial Study and Mitigated Negative Declaration (IS/MND). The City of St. Helena finds that the IS/MND document itself, and the Lead Agency's responses to comments, are adequate in evaluating potential impacts of the subject project. The City of St. Helena finds that none of the comments on the IS/MND are supported by "substantial evidence" in light of the whole record to create a fair argument as to the significance of any particular impact, either individually or cumulatively, as all significant impacts are either avoided or reduced to less-than-significant levels.

Impacts will be reduced to less-than-significant levels through the following: implementation of the mitigation measures described in the IS/MND and this Response to Comments document; Conditions of Approval, which will be required by the City of St. Helena during the permit process; and compliance with City of St. Helena Ordinances and uniformly applied development standards.

The City of St. Helena has determined that the project does not meet any of the conditions under CEQA Section 15073.5, as described in Section 4.0 Summary below. Therefore, recirculation of a revised IS/MND or the preparation of an EIR is not required. Consistent with the CEQA Guidelines, this response to comments document clarifies the information and analyses in the IS/MND. As such, the IS/MND along with the response to comments achieves the intent of CEQA by disclosing all potential impacts of the project and identifying feasible mitigation measures that reduce impacts to levels below significant..

INDIVIDUAL COMMENT LETTERS 1-12

Commenter: Tom Thurmond
Status: Individual
Date Received: December 23, 2016

Comment 1-1

"Pratt Avenue already has become very dangerous to drivers, bicyclists, and pedestrians. The road surface is in poor condition, which increases the likelihood of accidents leading to death or injury. Resurfacing the small portion from the CIA dorms to Main St. will not resolve that problem. The City needs to require a larger contribution from the CIA toward repaving ALL of Pratt Avenue…"

Response 1-1

See Master Response 4.

Comment 1-2

"There is a major problem with speeding along Pratt. Cars and trucks hurtle along day and night at speeds well over the limit, endangering other drivers, walkers, and bikers. The CIA expansion is bound to exacerbate this problem…"

Response 1-2

The speeds on City arterials are regulated by state and local law which is enforced by the St. Helena Police Department. As detailed on page 46 of the IS/MND, The Vineyard Lodge Housing Site is located near the urban limit line and proximate to the police and fire stations and is well served by public services. Pratt Avenue is patrolled at a level consistent with any other secondary artery (St. Helena Police Department, 2016).. Speed limits are enforced on Pratt Avenue on a random basis (like the rest of the City) to prevent frequent drivers from establishing time periods considered "safe to speed". The Police Department has further indicated that they increase patrols at the request of residents, which typically equates to a few times per year.

The St. Helena Police Department did not issue any speeding citations in 2015 and 7 citations were issued in 2016 — it is unknown whether these citations were issued to residents of Vineyard Lodge. The number of citations issued is not exceptional relative to other areas of the City. For example, in 2016, 10 citations were issued on Pope Street and 6 on Sulphur Springs. As detailed on page 11 of the Vineyard Lodge Traffic Impact Report (**IS/MND Appendix Q**), Accident data provided by the City of St. Helena from SWITRS (Statewide Integrated Traffic Reporting System) for the Pratt Avenue/Main Street intersection revealed that over the past five years, there have not been five or more reported crashes at this intersection within any 12-month period. At most, there were 4 crashes between 10/21/11 and 10/24/12. There were three reported crashes in 2011, one in 2012, two in 2013 and 2014, and one in 2015.

Residents of the Vineyard Lodge Housing site would continue to be subject to state and local laws regulating speeds along Pratt Avenue and elsewhere in the City. Further, that street will continue to be monitored by the St. Helena Police Department and all local and state laws will be enforced. There is no evidence indicating that the proposed project would cause unsafe driving conditions or exacerbate the problem of speeding along Pratt Avenue and no further analysis is warranted.

If speeding on Pratt is of particular concern to the neighbors it may benefit from further consideration. However, this is not a project specific impact and therefore will not be addressed further here.

Comment 1-3

"It is now often nearly impossible to make a left turn from Pratt onto Main due to the heavy traffic on Main. The CIA expansion will further add to this problem. When you include the new Las Alcobas

hotel on the west side of the intersection and the potential increase in traffic associated with Beringer's planned changes at their Pratt Avenue winery, it makes the situation even more dire. I realize that the Pratt/Main intersection is under State control. Nevertheless, the City should proactively be taking measures to mitigate the problem. With the current fiscal problems facing the City, it is incumbent on staff to require the maximum contribution from the CIA to help alleviate the problems they are making worse."

Response 1-3

Please refer to Master Response 3 for a discussion of traffic impacts and discussion of cumulative traffic impacts. Traffic impacts are discussed in the IS/MND on pages 48 to 55.

Commenter: Tom Belt
Status: Individual
Date Received: Dec 23, 2016

Comment 2-1

"The big bucks behind the CIA needs to pay for the increase in size of the waste water line that will be needed to handle the CIA's new dormitories and increased burden of affluent. The current waste water line is already at capacity that services the Crinella housing tract. Adding another 9,520 gallons a day will over burden the line. It's about time our city management makes these big developers pay for the costs of necessary up grades to our utility infrastructures rather than keep passing them on to the current water and waste water customers. All we hear about lately is how inadequate our waste water facility is and how poorly our city's reputation is with the State Water Board. And now the CIA wants to add to this problem. They need to pay!"

Response 2-1

Please refer to Master Response 2.

Comment 2-2

"Also, the article in the Star leads the reader to believe the CIA wants to reallocate its current water use by changing its agreements with the city. If I read the article correctly, it looks like the CIA wants to use more ground water to make up for the demand at the dormitories. Does anyone meter the ground water currently being taken by the CIA? St. Helena has a moratorium on drilling new wells in the residential area of St. Helena, yet the city is okay with allowing the CIA to pump even more water from the ground. Come on St. Helena City Management, get your act together and make these businesses pay for the adverse impacts these developers and developments place on the residents who live here!"

Response 2-2

Please refer to Master Response 2.

Commenter: Celia Lenson
Status: Individual, property owner at 925 Pratt Ave
Date Received: December 26, 2016

Comment 3-1

" CIA Landscaping: Since the structure will double in size, I hope the City will consider that the dorms have beautiful landscaping to mitigate the size of the building. Such as Trees and California Native plants"

Response 3-1

The applicant is proposing a generous amount of landscaping as detailed on project plans, (IS/MND **Appendix K**). As evidenced by the Visual Impact Assessment (**Appendix U)** retention of the existing camphor trees located along the property frontage and the introduction of the landscaping depicted in the landscape plan, will provide a level of screening so as to reduce and soften the visual impact of the proposed buildings. To ensure that the landscape plan is properly implemented and that the type and amount of vegetation is commensurate with that approved, the project is subject to mitigation measure AES-1, which states that, "The final Landscape Plan and proposed vegetative screening shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit so as to confirm consistency with approved plans.". Accordingly, the analysis and associated mitigation adequately address the aesthetic concerns of the project.

Comment 3-2

"2. CIA Parking: The City has not enforced parking restrictions on CIA. Sometimes, all of Pratt Street looks like a sea of cars. This is a displeased to the Community. No one likes looking at a parking lot considering the cost of the homes on Pratt Street."

Response 3-2

See Master Response 3.

Comment 3-3

"3. Bike Lanes: The bikes lanes are a great idea. I hope the City restricts Pratt parking to the residents on Pratt Street because CIA abuses the parking on Pratt. Many residents have complained… If all the issues are addressed, I welcome the dorms."

Response 3-3

Please see Master Response 3.

Commenter: George Caloyannidis-
Status: Individual
Date Received: Dec 27, 2016

Comment 4-1

" Is there a definition to the application as to who qualifies as a student. I have to assume that whatever that definition is, any other tenants such as staff, instructors etc would be excluded and that there is associated language to that effect."

Response 4-1

The project will be conditioned such that only students, meaning those who are actively enrolled in either the certificate or associate degree programs (1 and 2 years, respectively) may reside on the Greystone Campus or at the Vineyard Lodge Housing Site. This would preclude other tenant types. To avoid ambiguity, the condition will be written to specify exactly who qualifies as a student.

Commenter: Donna Hinds
Status: Individual
Date Received: January 11, 2017 and January 17, 2017

Comment 5-1

The traffic study is inadequate

Response 5-1

See Master Response 3.

Comment 5-2

The noise study is inadequate; baseline noise measurements were not representative of typical conditions.

Response 5-2

As detailed under Section 11 and on page 42 of the IS/MND, to characterize noise levels at the Vineyard Lodge Housing Site, a Noise Study was prepared by consultants, ICF International, on June 15, 2016. Noise monitoring was conducted on the Vineyard Lodge project site to characterize existing noise levels in the project area. The Napa Wine Train was not operating during this time and the existing housing facilities were not occupied because students were on break. The measured noise levels therefore represent the lowest noise levels likely to be encountered in the area. As such, the baseline noise levels against which the project's noise contributions were analyzed served as the *most conservative* method of evaluating noise impacts of the project. The analysis was adequate and no changes are needed.

Comment 5-3

A parking variance should not be issued

Response 5-3

See Master Response 3.

Comment 5-4

There will be adverse visual impacts

Response 5-4

See Master Response 1.

Comment 5-5

The increased population would generate adverse impacts.

Response 5-5

The analysis in the IS/MND accounts for the increase in population across all impact categories, but in particular, under Section 12. Population and Housing, IS/MND pages 45-46. As stated in the IS/MND under section 12. A project will normally have a significant environmental effect if it will displace a large number of people or induce substantial growth or concentration of population. The CIA Campus Master Plan involves an expansion in student enrollment from 200 to 300 students for a net increase of 100 new students plus the addition of seven new instructional staff. Concurrently, 49 employees would relocate to the recently acquired American Center for Wine, Food & the Arts (Copia) in the City of Napa, California. The net change in student and faculty at the Greystone Campus would amount to a net increase of 58 students and staff. The Vineyard Lodge Housing would be expanded by a net total of 123 student residents. Given that the project will result in a net decrease in faculty, while providing housing for the majority of students, the project is not expected to significantly impact the existing or future housing supply in St. Helena. Similarly, given the fact that the CIA will provide dormitories sufficient to house all new students, the project would not displace existing housing or people and any impacts associated with the increase in population would be less than significant. No further analysis is therefore required.

Comment 5-6

There would be adverse impacts to sewer and water

Response 5-6

See Master Response 2.

Comment 5-7

There was no evaluation of alternatives which would generate fewer impacts

Response 5-7

Please see Master Response 5.

Comment 5-8

The requested setback variance contradicts the General plan policies

Response 5-8

The General Plan Guidelines published by the State Office of Planning and Research interpret “consistency” as follows: “An action, program, or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment.” As such, the standard for analysis used in the Initial Study IS/MND is predicated on *general* agreement with the policy language and furtherance of the policy intent (as determined by a review of the policy context).

Variances provide a limited waiver from the explicit requirements of the zoning code insofar as exceptional circumstances exist and very specific findings can be made. Variance may be granted in order to provide property owners equality of treatment from their neighbors. As detailed in Municipal Code Section 17.172.010 the purpose of a Variance is to allow variation from the strict application of the terms of this title where, by reason of the exceptional narrowness or unusual shape of a specific piece of property, or by reason of exceptional size, shape, topographic conditions or other extraordinary situation or condition of such piece of property; or because of the use or development of lands immediately adjoining such property, the literal enforcement of the

requirements of this title would involve practical difficulties or would cause undue hardship. (Prior code § 27.445).

The commenter cited General Plan policy 5.3.3 in support of their assertion that the project is inconsistent with the General Plan. That policy is as follows:

> 5.3.3 Preserve right of way for future collector streets within the Planning Area of the City as follows:
>
> - Starr Avenue from Pratt Avenue to Adams Street and from the Urban Limit Line to Dowdell Lane
> - Mills Lane from SR 29 to Starr Avenue, including potential realignment with Grayson Avenue at SR 2
> - Oak Avenue from Vidovich Avenue to Grayson Avenue
>
> *The City recognizes that development may or may not proceed along the lines envisioned in this plan, and that some areas not currently identified for potential development may in fact precede those that are so designated. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening.*

Review of the above policy indicates that it does not apply to Pratt Avenue, but rather applies to specific portions of (1) Starr Avenue, (2) Mills Lane, and (3) Oak Avenue. As such, there is no indication that the requested variance would be in direct or indirect conflict with any goal, policy or objective of the St. Helena General Plan and that the variance may still be found to be generally consistent with the overall intent of the General Plan and policies therein. No further analysis is needed.

Last, it should be noted the determination that the proposed project or a component thereof, is consistent or inconsistent with the General Plan 2025 policies is ultimately the decision of the City of the lead agency.

Comment 5-9

The applicant does not have access rights to vineyard road.

Response 5-9

The applicant has provided a signed access agreement detailing access rights across Vineyard Road which has been reviewed and approved by the Public Works Department. No further consideration is warranted.

Comment 5-10

The project requires an Environmental Impact report given the significant size and potential impacts of the project.

Response 5-10

See Master Response 6.

Commenter: D & S Packman
Status: Individual
Date Received: January 9, 2017

Comment 6-1

"We've lived a year with constant worker traffic and construction noise from building Los Alcobas Resort; plus, all the cars constantly shutting CIA people and parked outside this house more than just a few times a year - we counted over 40 instances."

Response 6-1

Comment noted.

Comment 6-2

"We had to call police because we had one girl from CIA DORMS enter our home at night and sleep partially on our couch - use our upstairs bathroom (a strange sleepwalking matter) which was horrifying."

Response 6-2

The incident described above is understood to be an isolated event and not an occurrence reasonably expected to result from the proposed project. Discussion with the Police Department indicated that for the year 2016 police received a total of six (6) calls associated with Vineyard Lodge Housing. It is reasonable to assume that there may continue to be occasional incidents such as those listed below, but there is no reason to believe that they would be so significant or recurrent as to constitute a physical impact to the environment. No further consideration is warranted.

Incidents Related to Vineyard Lodge for the year 2016:

05/07/16	Fire Alarm Sounding, False Alarm
06/02/16	Vehicle burglary reported by student, report taken
07/15/16	Alarm heard in the area, security already on site, all ok
10/05/16	Fire alarm sounding, False alarm
10/16/16	Late report of Domestic Violence from Santa Clara PD, occurred 10/4/16 at the Dorms, report taken & charges filed
12/19/16	Agency assist at the Dorms, no details listed

Comment 6-3

"Plus there is water running down our street constantly- I would say 70% of time we've been here, including recently before rain--such that we put the trash cans out almost every week in middle of large pool of running water, soaking our shoes each time."

Response 6-3

Comment noted. This is not a project related issue and therefore will not be addressed here.

Comment 6-4

"Not complaining - just stating that enough is enough and if you add this massive project and residential facility to Pratt Ave - it's too much for the wonderful people who are paying a huge amount of money to live here expecting peace and serenity."

Response 6-5

Comment noted.

Commenter: Tom Rinaldi
Status: Individual
Date Received: January 11,2017

Comment 7-1

"We have lived on Pratt Ave for more than 35 years, and have seen remarkable changes-many for the worse for small town living. With the remarkable expansion of Beringer, the new (UGLY) hotel at Grandview with a forgettable name on Hwy. 29, the railroad activity to Charles Krug, the waste water aromas of the ponds, the noise of the large neighborhood wineries, increased traffic, faster and faster cars coming through, the erosion of the quality of the road surface to below 3rd world countries; we have seen our neighborhood heading to hell."

Response 7-1

Comments are noted; however, the concerns enumerated above are not project specific and therefore will not be addressed here.

Comment 7-2

The ridiculous expansion of the dorm on Pratt Ave. will be a real nail in the crucifix. These students are people from all over the country who drive out here, do not help our local populace, waste water like tourists, leave as soon as they can, and add no value to this town.

Response 7-2

Comment noted ; however, the concerns enumerated above are not project specific and therefore will not be addressed here.

Comment 7-3

Finally, it appears the CIA is slowing or shutting down the Greystone Bldg. in preference for Copia, Napa. Are they going to shuttle them to Napa? Leave the CIA dorm as it is, please. If not, name it The West Coast Trump Tower!

Response 7-3

As detailed in the project description on page 2 of the IS/MND, The CIA originally envisioned the campus at Greystone to operate as a continuing education facility, but it has since evolved to serve solely as an occupational educational facility offering an Associate in Occupational Studies (AOS) degree program and certificate programs. In 2004 the CIA acquired the Vineyard Lodge Housing site at 830 Pratt Avenue to support the trend towards occupational education and provide affordable housing for students. Consistent with the requirements of the City's Municipal Code, the subject sites currently have active use permits (93-105 for the Greystone Campus; 2004-33 for the

Vineyard Lodge Housing site). Associate level classes will continue to be held at the Greystone Campus and there are no plans for a shuttle to transport Vineyard Lodge Residents to the Copia location.

Commenter: Anthony Micheli
Status: Individual
Date Received: January 13, 2017

Comment 8-1

"The Crinella Pump station was built in 1965. It was only to service the Crinella subdivision of about 100 homes. Now the CIA has tied in on Pratt, all the recently built million dollar homes on Pratt with guesthouse, now the Las Alcobas hotel, with no upgrades from any of these developers. Yet the station is #8 on the list of improvements of capital expenses by the new wastewater cost increases. Why are we the residents paying for this and not the developers that are burdening the system. The CIA is going from 4750 gals/day to 10,783 gals/day in to the Crinella Pump station.

The enrollment was 101 students, now they want to more than double that size with 123 additional students without any impact fees or improvements to the Crinella Pump station. That is a 500% increase from the convalescent hospital capacity."

Response 8-1

Please see Master Response 2.

Comment 8-2

"In the report it says they want to take students out of homes they own and put them in these 3 new dormitory buildings. If that is true, then they have to provide the city with a legal document that they will sell these homes when the first dormitory is completed so these homes go back to hopefully the rental market that we desperately need. Also, their statement that their housing is affordable is not correct. I have spoken to students in their facilities and what they pay for a room is more than our rental market prices."

Response 8-2

Comment noted.

Comment 8-3

"Why are they able to build to 40' with these new buildings? I thought that we had a 35' height limit. These buildings are going to block the view for the neighbors of our beautiful hillsides. The view shed will be lost."

Response 8-3

The Vineyard Lodge Housing site exhibits a zoning designation of PQP: Public Quasi Public. As detailed on page 39 of the IS/MND, The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted

through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved. As promulgated by Zoning Code Section 17.68.050, building height is to be established in conjunction with use permit review and therefore, it is at the discretion of the Planning Commission to determine whether a 40' height is appropriate within the context of this specific project. There is however, no existing regulation or standard that would explicitly preclude a 40' height within the PQP zoning district. For a response to the concerns related to view shed impacts please refer to Master Response 1. No further analysis is warranted.

Comment 8- 4

"They claim they don't need additional parking. I drive by the dormitories at least 3 times per day, on average the parking lot is between 70% to 80% full most of the time. They claim they only give out 33 permits for the existing 101 students, well then who owns the other vehicles? They claim that the shuttle goes every 15 minutes. To me that adds a larger impact at Pratt and Main. Now with the Las Alcobas Hotel across the street this is a bad intersection. There needs to be a traffic study addressing this. In fact, I feel we need an electric stop lights at this intersection. Most of the day the traffic does not go out onto Main, including truck traffic. They cut through Park and on to Crinella to Main. This is a residential neighborhood they are cutting through."

Response 8-4

Please refer to Master Response 3.

Comment 8-5

"They are going to demo a 15,050 sqft one-story building that houses 41 students. Then they are going to build three 3 story buildings totaling 40,645 and claim there is no impact. Who are they trying to fool? The Planning Commission needs to say: We need time to assess the full impact of this project. We have been told over and over again about our ageing infrastructure that is in dire need of repair. We need to find out first the impact the Las Alcobas Hotel is going to have in this area. An environmental impact report is the only way to address all the concerns I have raised."

Response 8-5

See Master Response 6.

Comment 8-6

"Originally the CIA was going to build three dormitories on the school's campus. This was so they would not impact the neighborhoods. That did not happen as promised in their original use permit. J would suggest the CIA instead of building these new dormitories on Pratt Av to put them on their campus as they originally proposed. The CIA owns the adjacent property. I personally worked Chuck Carpy's house as a general contractor. The city should rezone the property so dormitories can be built there. Then you eliminate all traffic problems, all view shed issues and since they are reducing their water usage at Greystone the increase of the dormitories can be applied. Plus the city should require these dormitories not use the city's wastewater system but put it in to Greystone's system that discharges in to the pond on Deer Park Road."

Response 8-6

Comment Noted. Please see Master Response 5 in regards to the evaluation of project alternatives.

Commenter: Dianna Varozza
Status: Individual
Date Received: January 17, 2017

Comment 9-1

In regards to the Pratt Avenue project… It should be separate from the Greystone site paperwork. Trying to read through this is too difficult to determine what is going on at which site. They should be separate applications as they are different locations on different streets.

Response 9-1

The City did receive multiple entitlement applications and the entitlements will be considered individually. However, under CEQA, projects may not be piecemealed (segmented) so as to ensure that all potential impacts are captured. Given that the use of Greystone and Vineyard lodge are so intimately tied it was determined that both components should be considered together. Accordingly, no changes are warranted.

Comment 9-2

Is there going to be a stop light at Pratt and Main?

Response 9-2

As detailed in the Traffic Analysis, the significance criterion established by the 1993 St. Helena General Plan and applicable to the subject project reads, *"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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.*"

In accordance with the significance criteria applicable to the project, a warrant threshold analysis was undertaken to determine the need for signalization. There are 9 possible tests for determining whether a traffic signal should be considered for installation. As detailed on page 9 of the traffic Study (**Appendix Q**) These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2014, California Supplement. As stated in the Traffic Impact Report and on page 52 of the IS/MND, signal warrant thresholds were *not* met and therefore signalization is not needed and no signal will be installed as a result of this project.

Comment 9-3

I definitely object to a three story building. Nothing else directly on the street is that tall and if you set precedence now pretty soon there will be three story apartment buildings and homes. This is a quiet street mostly agricultural and it is very dangerous during going work and home hours. Between Beringer employees racing to get to the trail and all of the construction workers parking on

Pratt and Main it has been a nightmare trying to pull out of the driveway or onto Main. More people used to walk on Pratt but now they are afraid.

Response 9-3

See Master Response 1 and 4.

Comment 9-4

"Where are all the construction workers going to park when they are working on this project? The garbage, pour parking jobs, construction trucks and deliveries have been chaos. The construction workers whip a u turn without looking and almost hit moving traffic. They block the view so pulling out onto main can be dangerous. They are trying to cross the street and almost get hit by cars. And now with Pratt closed why there isn't an officer there directing traffic. We can't' even pull out and go to the store. It looks terrible having all those vehicles parked everywhere, delivery trucks, construction equipment. This all needs to be kept off Pratt Avenue."

Response 9-4

As detailed on page 5 of the IS/MND, construction activities at the Vineyard Lodge Housing site are expected to occur in two overlapping phases following issuance of entitlements, Phase 1: January 2017 to August 2017 and Phase 2: June 2017- January 2018. Specific dates are subject to change, but the general phasing is expected to be consistent with what was assumed in the IS/MND. The applicant has indicated that construction staging would be located on site and in the proposed courtyard; site preparation and demolition staging is expected to occur on the existing parking lot. In order clarify this in the IS\MND; the project description will be updated to read:

PROJECT PHASING

Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below. Site preparation and demolition staging will occur on the existing parking lot and Construction phase staging will be located in the proposed courtyard between the new building and the existing Vineyard Lodge 1 for both phases.

Comment 9-5

All of the dust created by construction is damaging to vineyard. If we get even a small amount of dust blowing we will have to get our lawyers involved. What are you going to do to mitigate the dust? I am just glad we weren't closer to the hotel construction. What a nightmare for the pour people on the corners.

Response 8-5

As detailed on page 19 of the IS/MND and under section 3(D), the subject site is proximate to sensitive receptors, defined as those members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses…Due to the proximity of sensitive receptors onsite, the project has the potential to generate temporary air quality impacts associated with fugitive dust emissions during construction activities.

In order to ensure that fugitive dust emissions are reduced to levels below significance Mitigation Measure AQ-1 would be implemented. AQ-1 is set forth pursuant to BAAQMD Basic Control Strategies and requires covering haul trucks, watering during active ground disturbance, limiting idling time, proper maintenance of equipment, and other standard measures. With implementation

of AQ-1 potential impacts to sensitive receptors during construction will be reduced to levels below significance. Specifically, AQ-1 stipulates that:

The applicant shall incorporate Best Management Practices for all construction activities and clearly indicate these provisions in the specifications. In addition an erosion control plan shall be prepared and submitted to the City of St. Helena prior to any construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day;

2. All haul trucks transporting soil, sand, or other loose material shall be covered;

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;

4. All vehicle speeds on unpaved roads shall be limited to 15 mph;

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible;

6. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;

7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;

8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;

9. Construction equipment staging shall occur as far as possible from existing sensitive receptors;

10. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations; and

11. The City's Public Works Inspector shall perform visual inspections during grading to assure that dust control is implemented and standard BMP are enforced.

With implementation of AQ-1 and compliance with the provisions of the St. Helena Municipal Code potential impacts associated with fugitive dust and which could affect people or vineyards would be less than significant. No further analysis is therefore warranted.

Comment 9-6

I would like an answer as to what we can do to stop the three story building and regulate the construction site parking and deliveries to be off Pratt. I am mostly concerned about the construction dust which will damage vineyards nearby. We are directly on the other side of the Beringer strip. They must be concerned about dust on their new block of vineyard.

Response 9-6

As stated above, under Response 9-4, construction staging will be located within the project site boundaries. For discussion of fugitive dust, please see Response 9-5.

Comment 9-7

We live here and have guests at our winery and it needs to not look like a dump driving down Pratt Avenue.

Response 9-7

Comment noted.

Commenter: Carol Norfleet
Status: Individual
Date Received: January 18, 2017

Comment 10-1

My personal opinion is that the retirement home that was the original structure on the property should never have been changed to a dormitory for Culinary Institute students. I believe that if the CIA wants to have more students they should either construct a property on their Greystone campus on Highway 29 or build a new dormitory near the former Copia site in the city of Napa.

Response 10-1

Comment noted.

Comment 10-2

I believe the impact on Pratt Avenue and subsequent impact for the city of St. Helena all produce negative effects. Pratt Avenue is one of the poorest maintained streets in St. Helena. There are constant potholes in the road that are not properly repaired, the entire road needs repaving, there are no sidewalks, despite the fact that there is a CIA student bus that makes innumerable trips up and down the road there still are students regularly walking on the side of the road often in predawn and night hours creating a very dangerous situation. They are unable, generally, to walk on the traffic facing side of the street because at least six months of the year there is a stream of water running down the south side of the street that is emitted from a sump pump at the residence at 1055 Pratt Ave.

Response 10-2

See Master Response 3.

Comment 10-3

I strongly feel that the city either needs to create a storm drain to properly capture that water or to eliminate the exception that must've been created for dumping this sump pump water into the street. I will also note that despite the fact that rains stop in the area in the late winter that particular residence is in essence creating an artesian well in the full basement that pumps water seasonally into June creating a marsh and mosquito habitat at the intersection of Pratt Avenue and the railroad

tracks. It seems that every other street in St. Helena has proper gutter sidewalks and storm drains adjacent to residential homes except for this stretch of Pratt Avenue.

Response 10-3

Comment noted. This comment does not relate to the subject project and therefore will not be addressed here.

Comment 10-4

In examining the site plan for the new dormitory it's very clear that every single square foot of land is being used, packing on as much density as possible, exceeding height restrictions and visual sensibilities. There should not be a variance for building setback as proposed from 36 feet to 20 feet. Additionally the site plan has the exit from the plan coming directly into the intersection for the railroad tracks that are now being used for a wine train going up to Krug winery. A portion of the building is 40 feet high which is certainly not conducive to the rural nature of what this street is and clearly will affect other property owners in the area from a view point of view.

Response 10-4

Comment noted. See Master Response 1 for a discussion of viewshed impacts.

Comment 10-5

Despite the fact that there is a shuttle that goes to the Greystone campus it is inevitable that 123 new students are going to create much more traffic. I'd like to point that out several years ago there was a multiple fatality accident on Pratt at the end of the road involving some of the students from Greystone. It seems inevitable that doubling the size of the facility is going to significantly impact traffic use and noise on our street. This traffic impact also becomes immediately significant as one looks at the current extreme difficulty of making a left-hand turn from Pratt Avenue south on to Highway 29. It is currently extremely difficult to see what is approaching on the left-hand lane because of parked cars, at the very least the curb needs to be red painted at least six car lengths back from where it is now. Additionally with the pending opening of the Los Alcobas Hotel there will be additional significant difficulty in entering and exiting from Pratt Avenue. This will not only apply to the student buses but also to the students that would be coming and going from this dormitory. This currently is and will become a much more dangerous intersection certain to create accidents.

Response 10-5

Comment Noted. It is expected that as a part of mitigation imposed on the Los Alcobas hotel project, parking will be prohibited along both sides of Main Street for a distance of 250 feet south of the Los Alcobas Hotel site, thereby improving site distance when making a left-hand turn from Pratt Avenue onto Main Street.

Comment 10-6

We are all aware of some of the economic issues facing the city of St. Helena and clearly one way to solve them is to promote the development of architecturally appropriate high quality hotels that will attract individuals with the capability to afford a significant average daily rate and quality that would then provide subsequent TOT revenue to the town. What this proposal does instead is create a hotel with insignificant TOT from students who certainly are not going to significantly support high quality restaurants and retail shops within the city itself.

Response 10-6

Comment noted. Potential impacts to TOT revenue is not a potential environmental impact which is required to be analyzed pursuant to CEQA.

Comment 10-7

As stated earlier our belief is that there should not be a variance for an expansion of the existing student housing facilities, instead CIA should examine other locations including their existing Greystone campus and or their new Copia campus in Napa to effectuate the expansion of their overall programs. Pratt Avenue should remain a rural and residential street not a street of student dormitories creating additional traffic noise water and sewer impacts with insignificant benefits for the existing residents of the street and the city of St. Helena.

Response 10-7

Comment noted. As detailed in the IS/MND under Section XV11. Mandatory Findings of Significance, with implementation of mitigation measures set forth under Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Land Use, Noise, and Transportation, the project's potential impacts would be avoided or reduced to levels below significance. Therefore, the project will have less than significant impacts due to degradation of the environment.

Commenter: Paul Bertoli
Status: Individual
Date Received: January 19, 2017

Comment 11-1

"…Turning this project surrounded by ag land into the most densely populated parcel in St Helena, would seem to be totally against the will of the general plan. The plan frowns upon putting high/medium density in ag land(leapfrogging)"

Response 11-1

As detailed on IS/MND page 39 and under section 9(b), the Vineyard Lodge Housing site exhibits a General Plan land use designation of Agriculture, which provides for, amongst other things, Public and Quasi-Public uses. In 2008 and per Resolution No. 2008-5, the Vineyard Lodge Housing site was rezoned from A-20:Twenty Acre Agriculture to PQP: Public Quasi Public. The Council found that this was an appropriate action based on the following findings enumerated in the Resolution:

1. The existing urban/developed condition of the parcel would make conversion to agriculture difficult.
2. The small size of the parcel (2.61 acres) makes it improbable that the land can be converted to an economically viable agricultural parcel.
3. The parcel has been in urban use for the last 40 years.
4. The parcel has not been farmed or agriculturally productive for the last 40 years.
5. The parcel is already served by City services (water & sewer).
6. Rezoning the parcel to PQP keeps the existing A-20 zoning ordinance language intact, does not introduce new uses to agricultural parcels, thereby lessening the possibility that other agricultural land will be used for non-agricultural purposes.

The proposed project does not propose any zoning map amendments and proposes development consistent with the existing PQP zoning of the subject parcel which it has exhibited since 2008. As described on page 39 of the IS/MND, The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved. No changes are warranted.

Comment 11-2

"This will also add to the current traffic problem on Pratt, the new resort, wine train, Beringer/ treasury, ramping up production, redirection of traffic by apps,(waze, google, etc) the constant shuttles, will only add to the problem."

Response 11-2

See Master Response 3.

Comment 11-3

"Water& sewer issues, seeing hundreds of new toilets, while residents conserve water only to have the water rates skyrocket, just doesn't quite seem right."

Response 11-3

As described herein and on page 56 of the IS/MND, The City of St. Helena provides water to both the Greystone Campus (2555 Main Street) and Vineyard Lodge Housing Site (830 Pratt Avenue). The current water allotments authorized by the Agreements allocate an average of 15,900gpd to Greystone and 4,750gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year. As such, *no* net increase in water use is proposed and the project will comply with the City's water neutrality requirements. No further analysis is needed.

Comment 11-4

"The CIA doesn't allow student cars on campus, or want to rent homes in SH, this shouldn't be the resident's problem. People actually live here. I'm not so sure what this nonprofit, or not for profit status is, but I would suggest that they consider using only the facility they've already expanded .The community trusted it was all they needed. With our population at 4900 I would prefer seeing a reduction in enrollment, and a modest tuition increase, in order for the CIA to remain good neighbors."

Response 11-4

Comment Noted.

Commenter: Priscilla Dell
Status: Individual
Date Received: January 23, 2017

Comment 12-1

"They propose using groundwater. Although our aquifer is most likely adequately charged due to the recent rains it will not remain in that condition. This dormitory will be there for an undetermined length of time during which we will have the return of drought. We need our water for residents who live here and the industry that supports our economy. We are told that our wastewater system will require millions to bring it up to code. Why should we add this type of burden to the system?"

Response 12-1

See Master Response 2.

Comment 12-2

"The Culinary Institute relocated to Napa the only business that brought any revenue into our City namely their restaurant. Why should we the citizens be asked to share our precious water resource while they bring absolutely nothing to the community? No, I don't believe that closing the restaurant will balance out having 224 students taking showers and other domestic uses."

Response 12-2

Comment noted.

Comment 12-3

The height of the buildings will be offensive to nearby neighbors.

Response 12-3

See Master Response 1.

Comment 12-4

"This particular area of the City is already suffering from too much traffic and too little planning such as an additional stoplight at Pratt and Main."

Response 12-4

See Master Response 3.

Comment 12-5

"Why should they be allowed to build on agricultural land? This is seldom allowed to happen and why should it be allowed in this instance when they bring nothing of value to the community?"

Response 12-5

See response 11-1.

3. REVISIONS TO THE IS/MND

- *The following changes to the language included in Sections 16(a) and 16(b) and on page 16 of the IS/MND, will be made, as shown, below:*

A. **(Exceed Wastewater Treatment Requirements)** Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately ~~9,520~~ 9,605 gallons per day (gpd) which equates to a projected net increase of ~~1,960~~ 3,232 gpd over the existing ~~capacity~~ average recorded flow of 6,373. Effluent will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. A new equalization pump tank will be used to collect and store effluent. The equalization tank will provide approximately 12.5 hours of retention time at the anticipated peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City's sewer system. The equalization pump will utilize on site storage capacity and equivalent pumps to maintain the same instantaneous peak flow discharge as the existing facility. As a result, there will be no increase to the instantaneous flow rate to the City sewer system and therefore no adverse effect on the sewer system capacity. No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours would prevent any adverse impacts to the City sewers.

The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing

site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of ~~maintaining~~ improving the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of maintaining the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant\

- *The following changes to the language included on paragraph 1 page 5 of the IS/MND, will be made, as shown, below:*

  PROJECT PHASING

  Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below. Site preparation and demolition staging will occur on the existing parking lot and Construction phase staging will be located in the proposed courtyard between the new buildings and the existing Vineyard Lodge 1 for both phases.

- *Since the release of the IS/MND, the applicant has requested minor modifications related to the size of the storage units proposed as part of the Greystone component. Namely, the applicant has proposed slightly larger storage units ranging in size from 622 sf to 1,337 sf. The proposed changes have been reviewed and would not introduce any new impacts or change the conclusions of the IS/MND. To reflect these technical changes, the following revisions will be made to Sections pages 4,12 and 25, of the IS/MND and as shown below:*

  Project Description, Paragraph 1, page 4.

  The proposal further includes the construction of a 4,468-square-foot (sf) storage cave at the north end of the Greystone Cellars building, beneath the former WSGR. In addition, a series of three modular storage units ranging in size from approximately ~~592 sf to 944 sf~~ 633 sf to 1,337 sf would be installed at the rear of the third floor of the Greystone Cellars building. Given that the majority of works is confined to the interior of the building, exterior changes would be very limited. Any work that may affect the exterior of the historic Greystone Cellars building (i.e. modular units) would be installed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties so as to avoid impacting the building's historic integrity.

Aesthetics, Setting, Page 12.

The Greystone property is located on the west side of Highway 29 and features the historic Greystone Cellars (c.1888) a masonry building designed in the Richardsonian Romanesque architectural style. The Greystone property is highly visible and situated at the northern gateway to the City. Exterior modifications proposed for the Greystone building are limited to the introduction of a 4,468 square foot storage cave, which will be accessed from the loading dock retaining wall and not readily visible from the primary elevations, and the introduction of three modular storage units at the building rear which would be accessed via the existing roadway. The modular units will range in size from ~~592 sf to 944 sf~~ 633 sf to 1,337 sf and measure approximately 9'8" in height. The units will be located at the rear of the west elevation and supported on new structures that span across the existing exterior breezeway in a similar manner as the support structures used for HVAC units. The units will sit below the existing roof eave and will be utilitarian in nature and feature painted metal siding and doors with a flat rood shielded by a small parapet.

Cultural Resources, Impact Analysis, Criterion A, Page 25.

a) (Historic Resources) Less than Significant: The proposed work at the Greystone Site is confined to the Greystone Cellars building, along the west elevation and below the north end of the building. Three modular units ranging in size from ~~592 sf to 944 sf~~ 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets.

- ***The following changes to the language included on the last paragraph of page 39 and in Section 9(b) of the IS/MND, will be made, as shown below:***

  …In addition, the project has requested a variance from the parking standards outlined in Municipal Code Section 7.124.30(A.3) and stipulated for "rooming, boarding, or lodging houses" (determined to be the closest applicable land use identified in the zoning code), which require two spaces for the "resident owner" and one space for each guest room ~~bed~~, for a total of ~~226~~ 175 parking spaces based on this requirement for the gross total of 173 rooms (224 dormitory beds) which would result at the Vineyard Lodge Housing Site. At present, the site features 85 parking spaces, but based on data provided by the applicant, only 31% of students have a demand for parking spaces. As described herein, the CIA provides a shuttle service to students for transport to and from the Vineyard Lodge to Greystone, as well as transport offsite. Staff, including cleaning and maintenance staff, are shared by both sites and as such, staff typically park at the Greystone site and are shuttled to the

4. SUMMARY

In the course of preparing the written responses, information was generated and is presented throughout this document. The City of St. Helena carefully reviewed the information developed through the responses-to-comments process and determined that the project does not meet any of the conditions under CEQA Section 15073.5, as outlined below.

15073.5. RECIRCULATION OF A NEGATIVE DECLARATION PRIOR TO ADOPTION.

a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

b) A “substantial revision” of the negative declaration shall mean:

   1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
   2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

c) Recirculation is not required under the following circumstances:

   1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
   2) New project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects.
   3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
   4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

d) If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project. It shall circulate the draft EIR for consultation and review pursuant to Sections 15086 and 15087, and advise reviewers in writing that a proposed negative declaration had previously been circulated for the project.

Therefore, the recirculation of a revised IS/MND or the preparation of an Environmental Impact Report (EIR) is not required. Consistent with the CEQA Guidelines, the added information clarifies the information and analyses in the IS/MND.

The City of St. Helena will consider the proposed IS/MND, together with this Response to Comments document, prior to approving the project.

From: Tom Thurmond
To: Lilly Bianco
Cc: Mary Ann; Laura; Linda
Subject: CIA Dorm Expansion
Date: Friday, December 23, 2016 10:15:12 AM

Lilly:

I own the vineyard and residential property at 675 Pratt Ave. I have significant concern about the effect of the CIA dorm expansion and other development on the properties along Pratt.

Pratt Avenue already has become very dangerous to drivers, bicyclists, and pedestrians. The road surface is in poor condition, which increases the liklihood of accidents leading to death or injury. Resurfacing the small portion from the CIA dorms to Main St. will not resolve that problem. The City needs to require a larger contribution from the CIA toward repaving ALL of Pratt Avenue.

There is a major problem with speeding along Pratt. Cars and trucks hurtle along day and night at speeds well over the limit, endangering other drivers, walkers, and bikers. The CIA expansion is bound to exacerbate this problem.

It is now often nearly impossible to make a left turn from Pratt onto Main due to the heavy traffic on Main. The CIA expansion will further add to this problem.

When you include the new Las Alcobas hotel on the west side of the intersection and the potential increase in traffic associated with Beringer's planned changes at their Pratt Avenue winery, it makes the situation even more dire.

I realize that the Pratt/Main intersection is under State control. Nevertheless, the City should proactively be taking measures to mitigate the problem.

With the current fiscal problems facing the City, it is incumbent on staff to require the maximum contribution from the CIA to help alleviate the problems they are making worse.

Tom Thurmond
707-448-6976

From: tmbelt@comcast.net
To: Lilly Bianco
Cc: Ellsworth, Geoff; Galbraith, Alan; Mary Koberstein; Paul Dohring; Peter White
Subject: City Invites Public Comment on CIA Expansion, Dorm Plans
Date: Friday, December 23, 2016 5:21:32 PM

Dear Ms. Bianco,

The big bucks behind the CIA needs to pay for the increase in size of the waste water line that will be needed to handle the CIA's new dormitories and increased burden of affluent. The current waste water line is already at capacity that services the Crinella housing tract. Adding another 9,520 gallons a day will over burden the line. It's about time our city management makes these big developers pay for the costs of necessary up grades to our utility infrastructures rather than keep passing them on to the current water and waste water customers. All we hear about lately is how inadequate our waste water facility is and how poorly our city's reputation is with the State Water Board. And now the CIA wants to add to this problem. They need to pay!

Also, the article in the Star leads the reader to believe the CIA wants to reallocate its current water use by changing its agreements with the city. If I read the article correctly, it looks like the CIA wants to use more ground water to make up for the demand at the dormitories. Does anyone meter the ground water currently being taken by the CIA? St. Helena has a moratorium on drilling new wells in the residential area of St. Helena, yet the city is okay with allowing the CIA to pump even more water from the ground. Come on St. Helena City Management, get your act together and make these businesses pay for the adverse impacts these developers and developments place on the residents who live here!

Tom Belt
1520 Hillview Place
St. Helena

Public Comment 3

From: Celia Lenson
To: Lilly Bianco
Subject: CIA Expansion
Date: Monday, December 26, 2016 7:34:58 PM

Good afternoon:

Thank you for posting the article in the Napa Valley Register regarding the expansions of the CIA dorms. My husband and I own house
at 925 Pratt Avenue, St. Helena. The only concerns that I have are the following:

1. CIA Landscaping: Since the structure will double in size, I hope the City will consider that the dorms have beautiful landscaping to mitigate the
size of the building. Such as Trees and California Native plants.

2. CIA Parking: The City has not enforced parking restrictions on CIA. Sometimes, all of Pratt street looks like a sea of cars. This is a displeased to the Community. No one likes looking at a parking
lot considering the cost of the homes on Pratt Street.

3. Bike Lanes: The bikes lanes are a great idea. I hope the City restricts Pratt parking to the residents on Pratt street because CIA abuses the parking on Pratt. Many residents have complained

If all the issues are addressed, I welcome the dorms.

Celia Lenson, Owner
of 925 Pratte Avenue, St. Helena, CA

Mailing Address
1114 Clark Street
Napa, CA 94559

Public Comment 4

From: Tittel/Caloyannidis
To: Lilly Bianco
Subject: CIA DORM EXPANSION
Date: Tuesday, December 27, 2016 3:30:48 PM

Dear Ms. Bianco,
I read in the St. Helena Star that questions regarding the CIA student dorm expansion may be directed to you.
Is there a definition to the application as to who qualifies as a student. I have to assume that whatever that definition is, any other tenants such as staff, instructors etc would be excluded and that there is associated language to that effect.
I would appreciate your response.
Thank you
George Caloyannidis

Public Comment 5

From: Noah Housh
To: Lilly Bianco
Subject: FW: CIA Dorm Project Meeting- Follow up
Date: Tuesday, January 17, 2017 11:10:34 AM

FYI

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

From: Donna Hinds [mailto:donna@donnahinds.com]
Sent: Monday, January 16, 2017 11:19 AM
To: Noah Housh
Cc: Brian Russell
Subject: CIA Dorm Project Meeting- Follow up

Noah,

Thank you for meeting with Brian Russell and me on Wednesday, January 11th. We appreciate your willingness to hear our concerns related to the CIA Dorm expansion project on Pratt Ave and evaluate them further. In summary, the following are the concerns we discussed:

* Inadequacies of traffic study;
* Inadequacies of noise study;
* Concerns related to parking variance;
* Concerns related to Visual impact;
* Concerns related to increased population;
* Concerns related to increased impacts on sewer/water;
* The lack of evaluation of alternative housing sites that would have less impacts on traffic, noise, visual, parking, etc.;
* The requested set back variance in contradiction with the general plan;
* The lack of rights to the vineyard road that is crucial to the project;
* The need for an Environmental Impact Report due to the significant size and potential impacts of the project.

What are the next steps? Will you be responding to these concerns? If so, when can we expect a response?

Best,

Donna Hinds
707-799-4844

Public Comment 6

From: Tom Rinaldi
To: Lilly Bianco
Subject: CIA Dorm Expansion
Date: Wednesday, January 11, 2017 11:12:17 AM

Dear Ms. Bianco:

Please do what you can to stop the CIA dorm expansion on Pratt Ave.

We have lived on Pratt Ave for more than 35 years, and have seen remarkable changes-many for the worse for small town living. With the remarkable expansion of Beringer, the new (UGLY) hotel at Grandview with a forgettable name on Hwy. 29, the railroad activity to Charles Krug, the waste water aromas of the ponds, the noise of the large neighborhood wineries, increased traffic, faster and faster cars coming through, the erosion of the quality of the road surface to below 3rd world countries; we have seen our neighborhood heading to hell.

The ridiculous expansion of the dorm on Pratt Ave. will be a real nail in the crucifix. These students are people from all over the country who drive out here, do not help our local populace, waste water like tourists, leave as soon as they can, and add **no value** to this town.

Finally, it appears the CIA is slowing or shutting down the Greystone Bldg. in preference for Copia, Napa. Are they going to shuttle them to Napa?

Leave the CIA dorm as it is, Please. If not, name it The West Coast Trump Tower!

Very respectfully yours,
Tom Rinaldi
707-963-3808

From:	Noah Housh
To:	Lilly Bianco
Subject:	FW: CIA Pratt Avenue Project
Date:	Tuesday, January 17, 2017 12:43:02 PM
Importance:	High
Sensitivity:	Confidential

FYI

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

From: Dianna Varozza [mailto:varozza@sbcglobal.net]
Sent: Tuesday, January 17, 2017 12:40 PM
To: Noah Housh; Jennifer Phillips; Sarah Parker; Mary Koberstein; Alan Galbraith; Peter White; Paul Dohring; Geoff Ellsworth
Cc: Aaron Hecock; Bobbi Monnette; Tracy Sweeney; Grace Kistner
Subject: CIA Pratt Avenue Project
Importance: High
Sensitivity: Confidential

In regards to the Pratt Avenue project… It should be separate from the Greystone site paperwork. Trying to read through this is too difficult to determine what is going on at which site. They should be separate applications as they are different locations on different streets.

Is there going to be a stop light at Pratt and Main?

I definitely object to a three story building. Nothing else directly on the street is that tall and if you set precedence now pretty soon there will be three story apartment buildings and homes. This is a quiet street mostly agricultural and it is very dangerous during going work and home hours. Between Beringer employees racing to get to the trail and all of the construction workers parking on Pratt and Main it has been a nightmare trying to pull out of the driveway or onto Main. More people used to walk on Pratt but now they are afraid.

Where are all the construction workers going to park when they are working on this project? The garbage, pour parking jobs, construction trucks and deliveries have been chaos. The construction workers whip a u turn without looking and almost hit moving traffic. They block the view so pulling out onto main can be dangerous. They are trying to cross the street and almost get hit by cars. And now with Pratt closed why isn't there an officer there directing traffic. We can't' even pull out and go to the store.

It looks terrible having all those vehicles parked everywhere, delivery trucks, construction equipment. This all needs to be kept off Pratt Avenue.

All of the dust created by construction is damaging to vineyard. If we get even a small amount of dust blowing we will have to get our lawyers involved. What are you going to do to mitigate the

dust? I am just glad we weren't closer to the hotel construction. What a nightmare for the pour people on the corners.

I would like an answer as to what we can do to stop the three story building and regulate the construction site parking and deliveries to be off Pratt. I am mostly concerned about the construction dust which will damage vineyards nearby. We are directly on the other side of the Beringer strip. They must be concerned about dust on their new block of vineyard.

We live here and have guests at our winery and it needs to not look like a dump driving down Pratt Avenue.

Best regards,

Dianna Varozza
707-963-0534

Agenda Item #5.2.

Public Comment 8

Name:	Hello Lillian
Sex:	Male
Subject:	Fwd: Stop CIA Expansion On Pratt Ave Notice
Date:	Monday, January 09, 2017 7:08:00 PM

Hello Lilly:

Please is a complaint regarding the CIA desires to prevent in the Planning.

Begin forwarded message:

From: Pack <[illegible]>
Subject: **Fwd: Stop CIA Expansion On Pratt Ave Notice**
Date: January 9, 2017 at 7:26:11 PM PST
To: Cecilia Lenzo <[illegible]>, Richard Lenzo <[illegible]>
Cc: Stacey Pack <[illegible]>

Opinion ... I think it's appropriate to control and protect this for whatever it's worth.

Please consider :

We've lived a year with constant worker traffic and construction noise from building Lee Alcohan Resort, plus, all the cars constantly shutting CIA people and parked outside this house more than just a few times a year - we counted over 40 instances.

We had to call police because we had our girl from CIA DORMS enter our home at night and sleep partially on our couch - our no-upstairs bathroom (a strange sleepwalking matter) which was horrifying.

Plus there is water running down our street constantly - I would say 70% of time we've been here, including severely before rain- such that we put the trash cans out almost every week in middle of large pool of running water, soaking our shoes each time.

Not complaining - just stating that enough is enough and if you add this massive project and residential facility to Pratt Ave - it's too much for the wonderful people who are paying a huge amount of money to live here expecting peace and serenity.

I hope you agree.

So I would state also as someone who lives here and is trying to compose music quietly and would not like to experience heavy construction noise and traffic for next 2 years that we join the neighbors here to protect this.

But it's your property so let us know your thoughts.

This is merely our humble opinion.

Tks
D & S

Sent from my iPhone

Begin forwarded message:

From: Pack <[illegible]>
Date: January 9, 2017 at 7:04:55 PM PST
To: [illegible]
Cc: Stacey Pack <[illegible]>
Subject: **Stop CIA Expansion On Pratt Ave Notice**

Celia & Rich:

We found this in our mailbox after returning from a few days away. I took a photo of page 1 attached .

It's a 2 page notice. Would you like us to mail to you ?

Thanks

David & Stacey

From: Carol Norfleet
To: Lilly Bianco
Cc: Philip Norfleet; Noah Housh
Subject: Pratt Ave CIA Dormitory
Date: Wednesday, January 18, 2017 9:02:37 AM

Dear Ms. Bianco,

I am writing to oppose the expansion of the Greystone Vineyard Lodge facilities on 830 Pratt Ave. in St. Helena.

My understanding is that the proposed expansion will create 224 beds which is an increase of 123 students. My personal opinion is that the retirement home that was the original structure on the property should never have been changed to a dormitory for Culinary Institute students. I believe that if the CIA wants to have more students they should either construct a property on their Greystone campus on Highway 29 or build a new dormitory near the former Copia site in the city of Napa.

I believe the impact on Pratt Avenue and subsequent impact for the city of St. Helena all produce negative effects. Pratt Avenue is one of the poorest maintained streets in St. Helena. There are constant potholes in the road that are not properly repaired, the entire road needs repaving, there are no sidewalks, despite the fact that there is a CIA student bus that makes innumerable trips up and down the road there still are students regularly walking on the side of the road often in predawn and night hours creating a very dangerous situation. They are unable, generally, to walk on the traffic facing side of the street because at least six months of the year there is a stream of water running down the south side of the street that is emitted from a sump pump at the residence at 1055 Pratt Ave. I strongly feel that the city either needs to create a storm drain to properly capture that water or to eliminate the exception that must've been created for dumping this sump pump water into the street. I will also note that despite the fact that rains stop in the area in the late winter that particular residence is in essence creating an artesian well in the full basement that pumps water seasonally into June creating a marsh and mosquito habitat at the intersection of Pratt Avenue and the railroad tracks. It seems that every other street in St. Helena has proper gutter sidewalks and storm drains adjacent to residential homes except for this stretch of Pratt Avenue.

In examining the site plan for the new dormitory it's very clear that every single square foot of land is being used, packing on as much density as possible, exceeding height restrictions and visual sensibilities. There should not be a variance for building setback as proposed from 36 feet to 20 feet. Additionally the site plan has the exit from the plan coming directly into the intersection for the railroad tracks that are now being used for a wine train going up to Krug winery. A portion of the building is 40 feet high which is certainly not conducive to the rural nature of what this street is and clearly will affect other property owners in the area from a view

point of view.

Despite the fact that there is a shuttle that goes to the Greystone campus it is inevitable that 123 new students are going to create much more traffic. I'd like to point that out several years ago there was a multiple fatality accident on Pratt at the end of the road involving some of the students from Greystone. It seems inevitable that doubling the size of the facility is going to significantly impact traffic use and noise on our street. This traffic impact also becomes immediately significant as one looks at the current extreme difficulty of making a left-hand turn from Pratt Avenue south on to Highway 29. It is currently extremely difficult to see what is approaching on the left-hand lane because of parked cars, at the very least the curb needs to be red painted at least six car lengths back from where it is now. Additionally with the pending opening of the Los Alcobas Hotel there will be additional significant difficulty in entering and exiting from Pratt Avenue. This will not only apply to the student buses but also to the students that would be coming and going from this dormitory. This currently is and will become a much more dangerous intersection certain to create accidents.

We are all aware of some of the economic issues facing the city of St. Helena and clearly one way to solve them is to promote the development of architecturally appropriate high quality hotels that will attract individuals with the capability to afford a significant average daily rate and quality that would then provide subsequent TOT revenue to the town. What this proposal does instead is create a hotel with insignificant TOT from students who certainly are not going to significantly support high quality restaurants and retail shops within the city itself.

As stated earlier our belief is that there should not be a variance for an expansion of the existing student housing facilities, instead CIA should examine other locations including their existing Greystone campus and or their new Copia campus in Napa to effectuate the expansion of their overall programs. Pratt Avenue should remain a rural and residential street not a street of student dormitories creating additional traffic noise water and sewer impacts with insignificant benefits for the existing residents of the street and the city of St. Helena.

Respectfully submitted,

Carol

Carol Norfleet
Director

The Napa Valley Reserve
1000 Silverado Trail N.
St. Helena, CA 94574

Agenda Item #5.2.

Public Comment 9

T: (707) 968-3192
C: (707) 291-2338
cnorfleet@thenapavalleyreserve.com
www.thenapavalleyreserve.com

Agenda Item #5.2.

Public Comment 10

St Helena Planning Commission – CIA Dormitories on Pratt Ave

Members Planning Commission

In the beginning the CIA dormitories were a convalescent facility. There were from 30 to 40 people there. They took sponge baths and used very little of the bathroom facilities. I personally know as I had relatives there. Somebody needs to go back in the records and see how much water was used as compared to today with the CIA dormitories.

Those 30 to 40 guests more than doubled with the first expansion by the CIA about 7 years ago. The first expansion did not require any upgrades to the Crinella Pump station where the effluent ends up, or any water impact fees.

The Crinella Pump station was built in 1965. It was only to service the Crinella subdivision of about 100 homes. Now the CIA has tied in on Pratt, all the recently built million dollar homes on Pratt with guesthouse, now the Las Alcobas hotel, with no upgrades from any of these developers. Yet the station is #8 on the list of improvements of capital expenses by the new wastewater cost increases. Why are we the residents paying for this and not the developers that are burdening the system. The CIA is going from 4750 gals/day to 10,783 gals/day in to the Crinella Pump station.

The enrollment was 101 students, now they want to more that double that size with 123 additional students without any impact fees or improvements to the Crinella Pump station. That is a 500% increase from the convalescent hospital capacity.

In the report it says they want to take students out of homes they own and put them in these 3 new dormitory buildings. If that is true, then they have to provide the city with a legal document that they will sell these homes when the first dormitory is completed so these homes go back to hopefully the rental market that we desperately need. Also, their statement that their housing is affordable is not correct. I have spoken to students in their facilities and what they pay for a room is more than our rental market prices.

Why are they able to build to 40' with these new buildings? I thought that we had a 35' height limit. These buildings are going to block the view for the neighbors of our beautiful hillsides. The view shed will be lost.

They claim they don't need additional parking. I drive by the dormitories at least 3 times per day, on average the parking lot is between 70% to 80% full most of the time. They claim they only give out 33 permits for the existing 101 students, well then who owns the other vehicles? They claim that the shuttle goes every 15 minutes. To me that adds a larger impact at Pratt and Main. Now with the Las Alcobas Hotel across the street this is a bad intersection. There needs to be a traffic study addressing this. In fact, I feel we need an electric stop lights at this intersection. Most of the day the traffic does not go out onto Main, including truck traffic. They cut through Park and on to Crinella to Main. This is a residential neighborhood they are cutting through.

They are going to demo a 15,050 sqft one story building that houses 41 students. Then they are going to build three 3 story buildings totaling 40,645 and claim there is no impact. Who are they trying to fool?

The Planning Commission needs to say: We need time to assess the full impact of this project. We have been told over and over again about our ageing infrastructure that is in dire need of repair. We need to

Public Comment 10

find out first the impact the Las Alcobas Hotel is going to have in this area. An environmental impact report is the only way to address all the concerns I have raised.

Originally the CIA was going to build three dormitories on the school's campus. This was so they would not impact the neighborhoods. That did not happen as promised in their original use permit. I would suggest the CIA instead of building these new dormitories on Pratt Av to put them on their campus as they originally proposed. The CIA owns the adjacent property. I personally worked Chuck Carpy's house as a general contractor. The city should rezone the property so dormitories can be built there. Then you eliminate all traffic problems, all view shed issues and since they are reducing their water usage at Greystone the increase of the dormitories can be applied. Plus the city should require these dormitories not use the city's wastewater system but put it in to Greystone's system that discharges in to the pond on Deer Park Road.

Hopefully the Planning Commission will deny the project until these concerns are addressed.

anthony micheli

Anthony Micheli

1125 Crinella Dr
St Helena
Ph: 707-486-3832

Public Comment 11

From: Paul Bertoli
To: Lilly Bianco
Subject: CIA expansion
Date: Thursday, January 19, 2017 4:07:54 PM

Attn:contract planner,planning commission:
I am against the proposed expansion of the CIA Pratt Ave dorms.Turning this project surrounded by ag land into the most densely populated parcel in St Helena,would seem to be totally against the will of the general plan.The plan frowns upon putting high/medium density in ag land(leapfrogging)This will also add to the current traffic proplem on Pratt,the new resort,wine train,Beringer/treasury,ramping up production,redirection of traffic by apps, (waze,google,etc) the constant shuttles,will only add to the problem.Water&sewer issues,seeing hundreds of new toilets,while residents conserve water only to have the water rates skyrocket, just doesn't quite seem right.The CIA doesn't allow student cars on campus,or want to rent homes in SH,this shouldn't be the residents problem.People actually live here.Im not so sure what this non profit,or not for profit status is,but I would suggest that they consider using only the facility they've already expanded .The community trusted it was all they needed.With our population at 4900 I would prefer seeing a reduction in enrollment,and a modest tuition increase,in order for the CIA to remain good neighbors.
Thanks
Paul Bertoli
St.Helena
Sent from my iPhone

Sent from my iPhone

Public Comment 12

January 23, 2017

Noah Housh

Planning and Community Improvement Director

City of St. Helena

Dear Mr. Housh, I strongly object to the Culinary Institute of America building additional 123 room dormitory in the residential area of St. Helena. I object for the following reasons:

- They propose using groundwater. Although our aquifer is most likely adequately charged due to the recent rains it will not remain in that condition. This dormitory will be there for an undetermined length of time during which we will have the return of drought. We need our water for residents who live here and the industry that supports our economy. We are told that our wastewater system will require millions to bring it up to code. Why should we add this type of burden to the system?
- The Culinary Institute relocated to Napa the only business that brought any revenue into our City namely their restaurant. Why should we the citizens be asked to share our precious water resource while they bring absolutely nothing to the community? No, I don't believe that closing the restaurant will balance out having 224 students taking showers and other domestic uses.
- The height of the buildings will be offensive to nearby neighbors.
- This particular area of the City is already suffering from too much traffic and too little planning such as an additional stoplight at Pratt and Main.
- Why should they be allowed to build on agricultural land? This is seldom allowed to happen and why should it be allowed in this instance when they bring nothing of value to the community?

Priscilla Dell

25 San Juan Court

St. Helena, CA 94574

Public Comment 13

From: Noah Housh
To: Lilly Bianco
Subject: FW: CIA Pratt Avenue Project is too many bad points, needs to be cleaned up and down sized
Date: Friday, February 03, 2017 12:18:39 PM
Sensitivity: Confidential

-----Original Message-----
From: Dianna Varozza [mailto:varozza@sbcglobal.net]
Sent: Friday, February 03, 2017 12:13 PM
To: Noah Housh
Subject: FW: CIA Pratt Avenue Project is too many bad points, needs to be cleaned up and down sized Sensitivity: Confidential

We need to make sure that these storage units don't end up here at the Pratt Ave location. This is a nice neighborhood and agriculture area. We are already picking up garbage and dealing with the traffic from the CIA dorms. More traffic and garbage would be really bad. All their event parking is done on Pratt also.

There is no employee parking for the hotel so they will park on Main St all the time. More foot traffic back and forth across Main Street and Pratt Avenue. With all the vehicles parked on that corner it has been a real challenge. Now they are going to have delivery trucks going back and forth to Beringer because that is where their storage is.

I don't shop in St. Helena anymore and that is because getting into town is a safety issue as well as a challenge. It is easier to go to Calistoga or Santa Rosa or Napa.

A lot of people walk on Pratt but these students from the CIA, hotel construction and the Beringer employees drive way to fast trying to get to a from work on the trail. It is like a raceway during commute hours or lunch times. The van from CIA is constantly trying to turn onto Pratt.
Increase with more students and their trying to get to their storage units and that will make getting out on Pratt to go into town impossible.
So people are going to go through Park and Crinella, there are small children playing and riding bikes there.
Someone is going to get hurt or killed. A motorcycle pulled right out in front of me yesterday and if I hadn't been going really slow from turning off Main and because of the sign for the bridge I would have hit him. There were two large delivery trucks completely blocking the view of the street to the left.

There will always be deliveries once that hotel opens that will increase the traffic on Pratt significantly. Whether they are going to the hotel or to Beringer for unloading. Or trying to unload on the street and walk across.

If they want storage they need to build it up close to the CIA where they won't have to drive to get something.

They need to get rid of the third story because that is just going to cause problems all over town, if you let it in here, and it will block the view from the East side.

No more parking on the street and in the vineyard.
They need their own parking lot for events also.
The parking in the vineyards is going to be a real problem when they either get stuck in the mud or drive over a vine.

Public Comment 13

- Again using Pratt as a bypass and driving way too fast. Clogging up the access to the trail and main street for the people who actually live here and pay the taxes.

Look at the traffic when the trail was closed.
That is what is going to happen every day now that the bridge is closed. We can't even get off Pratt Avenue.

Do you want to know how many times I have turned off Pratt going North and the car in front of me SLAMS on their breaks and squeals the tires because that is the entrance to Beringer's tasting facilities. Now they are blocking North bound. Add in someone trying to cross Main in a truck to the hotel, a guest trying to turn in and go to the hotel or restaurant, a pedestrian and the South bound car coming out of the tunnel of trees at 50 mph. The CIA van trying to turn left onto Pratt.

You have a recipe for disaster and you better figure it out now before there is a death.

Dianna Varozza

Public Comment 14

Planning Commission

Dear Members,

We are writing to you at this time because we are opposed to the CIA expansion proposed to take place across the street from our property at 855 Pratt Avenue.

It is our opinion (which we expressed at that time) that the first CIA dormitory was not appropriate for the area of vineyards and single family residences. After that expansion we have had numerous problems. Frequent traffic with their shuttles and the occupants cars. Late night noise on many occasions. Pot smoking and beer drinking in our vineyard. When trespassers are asked to leave they often refuse to do so.

At the meeting for the previous expansion the CIA representative personally gave us his word that we had only to call him if we had any problems. Each time we called there was no response and never a call back. The situations were never resolved to our satisfaction.

As bad as it is now it will be much worse with twice as many transient occupants who have little or no interest in maintaining any good will with the neighbors during their brief stays.

We own two parcels directly across the street from the dorms. One 6 acre parcel has an old home and a cottage. Our son and his family reside there. The cottage is 500 sq. feet. We can only increase the footage to 800 sq. feet. The old house is supposedly of "historical significance" and hence cannot be razed or modified except to its original design. The original house was a single story with no bath or kitchen facilities.

On the 7 acre parcel we wanted to build a SINGLE story home located 300 feet back from Pratt and surrounded by 13 acres of vineyard. Permits were denied because it was deemed an inappropriate design for the area. We didn't realize if we wanted to build a three story house right next to Pratt we probably could have done so.

It is ironic that we were denied sensible uses for our property but a large commercial campus is being allowed in an area zoned for agriculture and single family housing. Is the continuous ruination of our neighborhood really worth the money the city will receive for allowing this expansion? We don't believe that it is. It certainly is not worth it to us as this very unattractive building just across the street with all its noise and traffic will lower the value of our property.

We strongly oppose any expansion of the CIA dormitory property either now or in the future.

Due to medical issues we may not be able to attend the meeting but we will try to attend.

Fred and Carol Papina
855 Pratt Avenue

Fred Papina
Carol Papina

Comments of Donna Hinds to
Culinary Institute of America
Campus Master Plan

Dear Planning Commissioners,

Thank you for your time in serving on the Planning Commission and for considering these thoughts related to the CIA dorm expansion proposal for Pratt Ave. My comments and concerns related to this project stem not only from my ownership of two properties on Pratt Avenue,[1] but also from my interest in the general well-being of the City of St. Helena and the impacts this project will have on the City. The discussions in opposition to the project are based, in large part, on areas in which the project is in direct conflict with various provisions of the St. Helena Municipal Code ("Code"). I have quoted the Code throughout the discussion, and suggest that it may be beneficial to have a copy, for reference, while reading this paper. The project, as it relates to the Vineyard Lodge expansion, should be denied, as supported by the following facts and discussions.

PROJECT FACTS:

Due to the large volume of information submitted in the Initial Study/Mitigated Negative Declaration ("IS/MND"), together with five appendices, the following is a summary of factual information obtained from the IS/MND that will assist the reader while analyzing this project. (Page references are to the location of the information in the IS/MND)

- Proposed new building square footage: 40,645 (p. 6)
- Proposed demolition square footage: 15,050 (p. 6)
- Existing Vineyard Lodge II square footage: 12,612 (p. 4)
- Proposed Total square footage: 53,257 (12,612 + 40,645)
- Height of buildings: 36' to 40'2" (Appendix 4 Plans p. A101-A107)[2]
- Length of buildings: 112' to 162' (Appendix 4 Plans p. A 101-A107)
- Length of building B fronting on Pratt Ave: 150' (Appendix 4 Plans p. A 101-A107)
- Height of building B fronting on Pratt Ave: 36' (Appendix 4 Plans p. A 101-A107)
- Proposed front setback of building B: 20' (Appendix 4 Plans)
- Proposed side setback of building A: 13' (Appendix 4 Plans)
- Building A is 162' long x 87' wide x 40'2" high and has both 2 and 3 story elements. (Appendix 4 Plans p. A 101-A107)
- Building B is 150' long 42' wide and 36' high and is a two story building. (Appendix 4 Plans p. A 101-A107)
- Building C is 112' long x 42' wide and 40'2" high and is a three story building. (Appendix 4 Plans p. A 101-A107)
- Size of Pratt Vineyard Lodge Lot: 2.61 acre (p. 8)
- Zoning of Project Property: PQP (St. Helena Zoning Map)

- Zoning surrounding proposed project: Agricultural (St. Helena Zoning Map)
- Location of project: Outside of Urban Limit Line (St. Helena Zoning Map)
- Current number of students at Vineyard Lodge: 101 (p. 5)
- Proposed number of students at Vineyard Lodge: 224 (p. 4)
- Net increase in students at Vineyard Lodge: 123 (p. 5)
- Proposed/Current Number of students at Greystone 47 (p. 4)
- Total Increased students and Staff at Greystone: 58 (p. 3)
- Current Total number of students: 200 (p. 3)
- Proposed Total number of students: 300 (p. 3)
- Current number of students in outside housing: 52 (200 total, less 47 at Greystone, less 101 at Vineyard Lodge = 52)[3]
- Proposed number of students in outside housing: 29 (300 total, less 47 at Greystone, less 224 at Vineyard Lodge = 29)
- Net decrease of students in outside housing: 23 (52 -29 = 23)
- Current number of parking places at Vineyard Lodge: 85 (p. 6)
- Proposed number of parking places at Vineyard Lodge: 72 (p. 6)
- Current ratio of students to parking at Vineyard Lodge: 101:85
- Proposed ratio of students to parking at Vineyard Lodge: 224:72

DESIGN REVIEW CRITERIA:

The following is a discussion of the design criteria that must be considered by the Planning Commission in reviewing all applicants. These are set forth in Section 17.164.030. While it requires the failure of only one factor for the Planning Commission to make a finding that the design criteria have not been met, this applicant has failed to meet the majority of the design criteria as follows:

1. Consistency and compatibility with applicable elements of the general plan; The project is not consistent and compatible with the applicable elements of the General Plan. The Vineyard Lodge is located beyond the Urban Limit Line ("ULL"). The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City. The General Plan Guiding Policy 2.6.5, "*Encourages the continuation of agricultural and low-intensity uses adjacent to the ULL."* The high intensity (massing, height, and building location near Pratt Ave.) of the Vineyard Lodge expansion project is not consistent with this General Plan Guiding Policy and, therefore, should be denied. The building setback variance that has been requested for Pratt Ave. is in direct violation of the General Plan. Pursuant to Section 17.112.050, there is a special setback of 36' on the northwest side of Pratt Ave. from the railroad track to the Napa River. The reason this provision was included in the Code is evidenced by Section 5.3.3 of the Transportation Element of the 1993 General Plan which provides: Guiding policies "*5.3.3 Preserve rights-of-way for future collector streets within the planning area of the City as follows: * Starr Avenue from Pratt Avenue to Adams Street . . . The City recognizes that development may or may not proceed along the lines envisioned in this plan, and that some areas not currently identified for*

potential developments may in fact precede those that are so designated. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening." In summary, the special setback on Pratt Ave was established pursuant to the 1993 General Plan (our current governing General Plan) to allow for future widening due to Pratt's designation as a collector street. A variance to this special set back would be in direct contradiction of the General Plan and would result in the loss of ability to widen Pratt Ave in the future. It is not currently clear what traffic patterns will evolve over the next 5, 10 or 20 years and whether or not Pratt Ave. will be needed as a connector street. The topic was raised at the community workshop held on February 4, 2017, when a concerned citizen expressed the need of the City to preserve rights-of-way on connector streets and not give up these rights as was done on the Adams St. extension. As the traffic in St. Helena continues to increase, there may come a time in the future when the City wants to widen Pratt. The allowance of the requested variance would not only be inconsistent with the 1993 General Plan but would also be very short-sighted and result in the loss of the ability of the City to widen a collector street at some point in the future. The request for setback variance should be denied.

2. Compatibility of design with the immediate environment of the site; There is not compatibility of design with the immediate environment. The property surrounding the proposed project is zoned agricultural. The property is surrounded by vineyards, residences and residential home sites. The project is simply too massive, is in stark contrast and not compatible with the immediate environment and, therefore, should be denied.

3. Relationship of the design to the site; The proposed project is too large and not appropriate for the site. The project feasibility requires multiple variances from the Code and the use of a right-of-way from the neighboring property to the east. The main access road for the proposed project is located on this right-of-way. Section 17.112.010 provides "*Each building site in each zoning district shall be planned and arranged so as to occupy only that portion of a lot not otherwise required as a yard, setback easement, right-of-way, or other required open space;"* The easement has been included in the site plan, as if it is part of the property, but a close review of the northeast property line shows that the buildings have been placed within 13' of the property line. Has the City evaluated the rights under the easement? When will this easement expire? Does the easement allow all uses required by the project? Set back requirements from the northeast property line are not satisfied. Based on these facts, it is abundantly clear that the project design does not work within the site boundaries.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses; The design does not promote harmonious transition in scale and character in areas between different designated land uses. According to the St. Helena zoning map, the project is surrounded by A-20 zoning. Therefore, the Planning Commission should look to A-20 zoning requirements to determine whether there is harmonious transition in scale and character between the different designated land uses. The A-20 zoning sets forth development standards in Section 17.20.060. The front and side

setbacks for A-20 zoning are 50'. The side setback from Building A to the property line on the northeast side is 13', far less than the 50' required by the surrounding zoning. In addition to the discussion related to the front setback in design review element 1., above, it is a standard zoning principle that the larger and taller the buildings, the greater the setback. The A-20 zoning provides for 30' maximum building height. The proposed 36' and 40'2" building heights are clearly not in harmonious transition with the surrounding vineyard and mountain view properties. The project should be denied for failure to promote harmonious transition in scale and character with the neighboring agricultural vineyard and residential properties.

6. Compatibility with future construction both on and off the site; Future construction on the site is not applicable. There are two future planned projects of residential construction located directly across the street from the proposed project. This proposed project is not compatible with these residential projects and should be denied.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project; The architectural design is not appropriate, due to the degree of intense massing (see prior discussions), and should be denied.

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; The proposed buildings are so large that there is insufficient open space for the 224 proposed students. There appears to be insufficient outdoor green area. There is insufficient parking for students. There is no parking accommodations for visitors. Building B is located only 20 feet from Pratt Ave., which will subject the residents on the Pratt Ave. side of the building to road noise. The applicant has failed to meet design criteria 8 and the project should be denied.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures; The amount and arrangement of open space and landscaping are not appropriate to the design and function of the structures. The visual impacts of this project cannot be properly mitigated by landscaping, due to the intensity of massing and height of the buildings, and the Applicant's request for a reduced setback from Pratt Ave. The PQP district includes the requirement for landscaping and screening. "Screening" is defined as a "method of visually shielding or obscuring one abutting structure or use from another or from the public right-of-way by fencing, walls, berms or **densely planted vegetation.**" Section 17.164.070 B.7 requires the proponent to submit a site plan showing the "location and size of existing and proposed planting and screening." Additionally, Section 17.68.060 B. provides "All planting strips, yards, setbacks and other required open space areas shall be landscaped in accord with a landscaping plan approved by the design review process." The Applicant's Landscaping Plan, shown in Drawing L2 of the Use Permit and Design Review submittal, the renderings of the front elevation of the 150 foot long, 36 foot tall Building B, which will be setback only 20 feet from Pratt Avenue, and the conclusion of the Vineyard Lodge Driveway Traffic Impact Report, Section E, regarding Sight Lines at the Vineyard Lodge Driveway, which states "Therefore, sight lines would be acceptable assuming that **no** landscaping is planted along the site frontage that would ultimately grow and block drivers

views." are in contradiction with one another in the appropriate screening required by the Code. Additionally, the stand of American Sycamore trees, located along the northeast property line and proposed to screen the 162 foot long, 40 foot tall Building A, are deciduous and will not provide adequate screening of Building A particularly during the Fall and Winter months. The massing and height of the proposed dormitory buildings, combined with the requested front setback variance of 20 feet from Pratt Ave. and the stated traffic safety concern upon exiting the driveway, should landscaping be planted along the front of the property, renders the Applicant's Landscape Plan, Mitigation Measure (AES-1) ineffective and failing to meet Design Criteria 9 and, therefore, the project should be denied.

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; There are several ancillary functions to support the main function that are lacking: parking; gathering space, green space, recreation area, and inadequate access drive for fire safety. (Some of these are discussed in more detail in other sections so will not be repeated here). The applicant has failed to meet design criteria 10 and therefore the project should not be approved.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles; The preliminary grading and drainage plan that was provided on page UP4 of the plans (Page 113 of Appendix 4 of IS/MND) notes that the width of the access road is 16' in some places. Section 17.124.070 B. 1. provides that *"An access drive is a way located outside of the public right-of-way that provides vehicular access between the public street and the required parking for more than one lot, or for one lot if the length of the drive is greater than one hundred (100) feet*." The access drive in the Applicant's plans is greater than 100'. Section 17.124.070 B. 2. e. provides the following widths are the minimums that will allow for the safe passage of emergency vehicles. According to this Code Section, for residential developments having over 60 units, the minimum width (including two 2' shoulders) is 30'. Since the access roads for the proposed plans do not meet the minimum Code requirement for width, the project should be denied. Width of access roads are provided as minimums for safety of residents and should be strictly enforced. A reduction in the size of the access roads, contrary to the Code provisions, could result in future liabilities for the City. Section 17.124.070 B.2.a provides: "*All access drives shall be designed for two-way traffic, unless specified approval is obtained from the public works director and fire chief/fire code official to allow one-way access drives*." (Verification of approval of the fire chief should be obtained). Section 17.124.070 B.2.h. provides: "*An adequately sized firefighting operational area shall be provided as required by Chapter 15.36"* This required firefighting operational area is not evident on the plans and should, therefore, be verified. The Applicant has failed to meet design criteria 11 and, therefore, the project should be denied.

USE PERMIT FINDINGS:

The Findings required for a use permit are set forth in Section 17.168.050**.** as follows: ***"No use permit shall be granted unless all of the following general findings can be made:"*** This provision clearly states that if any one of these factors is not satisfied, "no use permit shall be

granted." This project fails to meet Section 17.16.050 A., B., C., D., E., F., G., H., I., J., K., and L., as follows, and should, therefore, be denied:

A. That the proposed use would not generate odors, fumes, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community; Due to the large size of the project, the number of students, the number of cars, and the outdoor lighting, this project will generate odors, fumes, and light glare that will be injurious to surrounding uses of residential homes. In addition to existing nearby residences, there are two planned residential building sites located directly across from the proposed project site. The Applicant has failed to meet finding A. and should, therefore, be denied.

B. That the proposed use would not generate levels of noise that adversely affect the health, safety or welfare of neighboring properties or uses; The proposed project will increase the total number of students from 101 to 224 in a very concentrated area. The Applicant's submitted Noise Study states, *"Gatherings could include **up to** 120 students who would live on the site. Residential neighbors near the project site have expressed concern that these gatherings and other activities could generate noise."* The Noise Study only contemplates 120 people speaking at the same time at an outdoor event. Numerous unanswered questions and unintended consequences arise, with respect to noise, when the other 104 residents have to be accounted for when participating in an outdoor event. A second statement in the Noise Study, "Student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m." The Noise Study did not take into account the proximity of the two residential building sites located directly across the street from the Vineyard Lodge site. Notwithstanding the existing rules prohibiting outside amplified music, the observance of a 9:30 p.m. curfew, and non-residents not allowed to attend events, the idea that 224 college students will not generate an increased level of noise, at any hour, that exceeds the normally acceptable range is beyond credulity. Until proven otherwise, the Applicant has failed to meet the standards of use permit finding B and the project should be denied.

C. That the proposed use would not generate traffic noise in excess of the normally acceptable range identified in the general plan; The increase in traffic noise from the operation of 72 cars located onsite at the Vineyard Lodge was not addressed by the Noise Study. Rather, the Noise Study was limited in focus to the A.M. and P.M. peak shuttle bus trips to and from the Vineyard Lodge/Greystone. The Noise Study was conducted during a period when the Vineyard Lodge was unoccupied by students[4], therefore, no student car derived noise was measured and included in the calculations to ascertain if the proposed 72 permitted cars will generate traffic noise in excess of the normally acceptable range. The Applicant has failed to adequately address use permit design criteria C and the project should be denied.

D. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection and fire protection; The proposed project could potentially make excessive

demands on the municipal water supply and municipal sewer capacity as well as other public services. The Applicant's request to expand student enrollment from 200 to 300 students will be adding 100 people to our community. The Association of Bay Area Governments ("ABAG") projection that St. Helena's population will increase by 400 by 2040 does not include these additional 100 students. With a focus on managed residential growth in the City of St. Helena, the City's Residential Growth Management System limits growth in order to ensure the City can provide adequate public services and infrastructure. The proposed Vineyard Lodge expansion project is not exempted from the Residential Growth Management System, Section 17.152.040.[5] Given the scarcity and rising rates of the City's potable water supply and the tenuous condition of the municipal sewer system, the Applicant should not be granted a use permit based on the theoretical future demands of water allocation and wastewater discharge volumes. Notwithstanding the reported water allocation offsets of the proposed project, the Applicant's Water Availability Analysis reports historical annual water usage that has exceeded its corresponding annual water allocations. There is no certainty that the Applicant's proposed redistribution volumes will not exceed water allotment in the future. Similarly, with respect to wastewater discharge volumes, the Vineyard Lodge project is theoretically projected to increase from 6373 gpd to 9520 gpd (an increase of 49%) and the onsite equalization pump tank is sufficiently sized to allow for only off-peak discharge to the City sewer. Again, notwithstanding any theoretical wastewater offsets anticipated at the Greystone campus, the unintended consequences of increased wastewater discharge from the expanded Vineyard Lodge project have not been fully contemplated, as a function of future development, in the area of the City served by the Crinella Lift Station. In consideration of the limited public services of the City, the Applicant's requested increase in enrollment from 200 to 300 students, combined with the proposed expansion of the Vineyard Lodge project to house these additional students, as compared with the higher benefits of other market rate and affordable residential projects competing for the same limited resources and building permit allocations, is not supported and the use permit should be denied.

E. That the proposed use would provide adequate ingress and egress to and from the proposed location; The project has failed to provide adequate ingress and egress to and from the proposed location and should be denied. (See previous discussion under Design Review Criteria 11, above.)

F. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local-serving economy; The proposed project will conflict with the City's goal of maintaining the economic viability of a local-serving economy. Revenue generation is a key factor for St. Helena. The City is facing major challenges with regard to economic development. These challenges include, but are not limited to, the constrained capacity of local infrastructure, lack of available water supply and associated rising water rates and increasing traffic volume. The Applicant's request to increase enrollment from 200 to 300 students and increase the Vineyard Lodge housing capacity does not support increased local economic development. The Applicant has moved the majority of its tourist focused, revenue generating activities and services to the new Copia center in the City of Napa. The Greystone

campus will become more student education and less tourist activity oriented. As a result, St. Helena will be allocating a portion of its finite infrastructure resources without any increased economic benefit. On the contrary, if these same limited infrastructure resources are allocated to higher economically beneficial uses (i.e. hotels, restaurants, ancillary supporting businesses) the City's local-serving economy and long-term economic sustainability will be greatly enhanced. The Applicant's proposed project presents a conflict to the goal of maintaining the economic viability of a local-serving economy and the use permit request should be denied.

G. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located; The proposed use is in conflict with the surrounding land uses and would conflict with the purpose established for the district within which it would be located. Since surrounding properties are agricultural and residential, the proposed use is clearly in conflict. (See discussion under Design Review Criteria 5, above.) The Applicant has failed to adequately address use permit finding G and the project should be denied.

H. That the proposed use would not be in conflict with the City's general plan; The proposed use is in conflict with the City's general plan. (See discussion under Design Review Criteria 1, above) and should be denied.

I. That the proposed use would not be injurious to public health, safety or welfare; The proposed use would be injurious to public health, safety or welfare. (See discussion under Design Review Criteria 8 and 11, and Use Permit Findings A, B, and C) and should be denied.

J. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the general plan; The granting of this project would set a precedent for the approval of very large three story buildings. I do not believe there are any other three story buildings, beyond the central business district, in the City of St. Helena. Allowing a three story, 40'2" tall building outside the Urban Limit Line will set a dangerous precedent. If the variance is allowed to the special Pratt Ave. setback, precedent will be set to allow variances along the entirety of Pratt Ave. Additionally, precedent will be set to allow variances to other special setbacks on other connector streets. These precedents would be detrimental and, therefore, the use permit for this project should be denied.

K. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long-term parking needs of employees and business owners and customers is available; The applicant has failed to provide for adequate off-street parking. Section 17.68.060, related to PQP standards and requirements, provides *on-site parking and loading* ***shall be*** *provided in accord with the provisions of Section 17.124*. Section 17.124.030 A. 3. sets forth the required number of parking spaces for "*rooming, boarding, or lodging house* as: *two spaces for the resident owner plus one space for each guest room*." Applicant is required to provide for a minimum of one space per room The Applicant is proposing to increase student occupancy from 101 to 224 while decreasing parking spaces from 85 to 72. The Applicant is adding 123 students and decreasing parking spaces by 13. This proposal is

based on the Applicant's contention that the current student parking demand at the Vineyard Lodge site is 31%. During the performance of the Traffic Impact Report, parking demand was counted at 44%. Further, the reported student parking demand at the Greystone Campus is 70% (TIR). This wide discrepancy in student parking demands is in contradiction with the Applicant's request for a variance of the parking requirements. Rather, it appears the basis for the Applicant's request for 72 parking spaces is based on the limitation in available remaining space due to the large building program on the property. Section 17.124.50 A. makes it very clear that an expansion or increase in occupancy can be made "*provided that **additional parking space shall be provided** in the extent of the change as required in Section 17.124.030."* The Code language "shall" appears to be a mandate that changes in projects, such as this, must provide for additional parking. The proposed project has failed to meet minimum parking standards as required by the Code and should be denied.

L. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use. Design Criteria (Zoning Code 17.164.030). The intersection of Pratt Avenue and Main Street is a major entry/exit point for the City of St. Helena. The City should take upmost precaution in approving projects that could potentially impact the traffic along the entire stretch of Main Street. The traffic impacts of the Los Alcobas property have not been fully realized and Beringer has proposed a project that will also have traffic implications. The City should proceed with great caution and insure that the traffic impact studies submitted by the Applicant are to the level that would be required by an Environmental Impact Report.

ZONING DESIGNATION:

The property on Pratt Ave. is zoned PQP. The original zoning was A-20 and changed to PQP in 2008 to accommodate the non-conforming dorm expansion. Chapter 17.68 of the Code sets forth the provisions related to PQP zoning. Section 17.68.010 A. states "*It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses such as churches and cemeteries."* The PQP zoning provisions do not seem to contemplate housing. The 2008 Planning Commission may have improperly zoned the property to PQP to allow for dormitories. If this is the case, the mistake of the improper zoning should not be extended further and additional dormitories on this property should not be allowed.

ENVIRONMENTAL IMPACT REPORT:

It seems evident that there is sufficient grounds to deny this project on the basis of design review and the failure to meet the requirements of a use permit. Since the project cannot pass on design review and use permit, the issue of requiring an Environmental Impact Report becomes irrelevant. In other words, the Applicant should not be required to perform an EIR if the Planning Commission determines that it is not able to approve the project based on design. In the event the Planning Commission does consider the necessity of an EIR, it is clear that an

EIR is required for this project for the following reasons: Identification and mitigation of multiple significant impacts of this project have not been met.

ALTERNATIVE HOUSING OPTIONS:

Based on the numerous variances required and non-compliance with multiple Code provisions and design review standards, it is clear the proposed project does not work on the Vineyard Lodge site. Although it is not the role of the Planning Commissioners to instruct applicants as to how or where to design their projects, the CIA owns other properties in the area that may be more suitable for housing additional students. In 1993, the St. Helena Planning Commission approved plans for two dormitories on the CIA Greystone property. Another property owned by the Applicant is a 5.49 acres parcel located adjacent to the Greystone campus to the south. Locating additional dorms on either the Greystone campus or the property adjacent to the Greystone campus would have much less impacts in the community in terms of visual, parking, traffic, etc. than the proposed project. Another consideration is that Pacific Union College is currently under-enrolled and the dormitories are not at full capacity. Entering into an agreement with Pacific Union for housing additional students would have far fewer impacts than the proposed project and may be economically more beneficial to both PUC and the CIA.

NEIGHBORHOOD MEETING:

A neighborhood meeting was held on April 2, 2016. This meeting was noticed by the City Planning Department and was attended by Tom Bensel, Victor Carniglia (on behalf of the City) and several concerned neighbors. It seems as if this meeting was purely to "check a box" that the Applicant met with neighbors. Various questions and concerns were raised by the neighbors in attendance. Based on the plans submitted, the Applicant did not address any of the concerns raised at the meeting. Three of the concerns I raised related to the height of the buildings, the proximity of the buildings to Pratt Ave. (set back), and whether there would be sufficient off-street parking so that no overflow parking would occur on Pratt Ave. A follow up meeting was not held and I was never contacted by Tom Bensel again. When I saw the plans that were submitted to the City, it became very clear to me that the Applicant not only failed to address our concerns, but actually went in the opposite direction of the concerns expressed at the meeting. At the neighborhood meeting, the representation was made that the buildings would be two story. In spite of the fact that I expressed concern over the height of the buildings, the submitted plans include buildings that are three stories tall and 40'2" high. At the neighborhood meeting, I specifically asked how far back the buildings would be setback from Pratt Ave and stated that I felt they should be set back as far as possible. The applicant replied at the meeting that he did not know how far the buildings would be set back. When I saw the submitted plans, I was very disappointed to see that the setback from Pratt Ave. was proposed at 20' and would require a variance from the special setback that applies to Pratt Ave. As to the question of sufficient parking, the design decreased parking by 13 while increasing the

number of students by 123. Again, there is a feeling that the applicant only held this meeting to "check a box" and not to sincerely address the concerns of the neighbors.

MERIT BASED DECISION:

The CIA has voluntarily decided to purchase the COPIA building in the City of Napa for a reported $12.3 million, plus renovation investment, and to relocate many of their tourist activities to the City of Napa. This reference to moving tourist activities is made throughout the IS/MND. As an example of the tourism activities moving to the City of Napa, the Flavor Napa Valley website (a large CIA event) lists hotel packages for tourists planning their stay for the event. All of the hotel packages are in the City of Napa.[6] What about St. Helena? There have been recent newspaper articles (San Francisco Chronicle and Napa Valley Register), quoting Tom Bensel, related to the opening of Copia. These newspaper articles are attached for your convenience. Some of the more relevant quotes from these articles are: *"The Culinary Institute of America is opening its newest campus, at the Copia building in Napa, in stages, beginning with classes this week. 'This will be the public face of the CIA,' said Tom Bensel, managing director for both Napa Valley campuses, including the original site at Greystone in St. Helena."*[7] *"The opening of the Copia building allows the Greystone St. Helena campus to focus on education for the students and also to undertake much needed renovations, Bensel said."*[8] In another article discussing the opening of the new Copia center in Napa: *"Tom Bensel, managing director of the institute's California campuses, says it will increase the recreational cooking classes offered at St. Helena and move them to Napa."*[9] The CIA has chosen to redirect the majority of its tourist revenue generating operations from St. Helena to the City of Napa and is now asking St. Helena to approve a project that will place additional burdens on the City's infrastructure and finite resources. The proposed project does not meet the standards required for design review or for a use permit. The CIA has submitted this project, without regard for the comments and concerns of the neighbors, without deference to Municipal Code provisions, and without completing a full Environmental Impact Report which would clearly define all environmental impacts. It is incumbent upon the Planning Commission to make the determination of this project without regard for whom the applicant is, but rather, based on design review standards and use permit findings.

CONCLUSION:

There are multiple reasons this project should be denied. The proposed project fails to meet the design criteria required for approval of projects as set forth in Sections 17.164.030 A. 1., 2., 3., 5., 6., 7., 8., 9., 10., and 11. The proposed project fails to meet the requirements for a use permit set forth in Sections 17.16.050 A., B., C., D., E., F., G., H., I., J., K., and L. The proposed project also requires the granting of multiple variances that would be detrimental to the community and would set negative precedents for future projects. While there are multiple significant reasons this project fails to meet design review standards and use permit standards,

it only takes a finding of one reason of the many outlined above to deny this project. For the reasons stated throughout this paper, this project should be denied.

Footnotes:

[1] Rusty and Donna Hinds own a 1 acre property (777 Pratt Ave.) that is diagonally across the street from the CIA Dorm project. This property was purchased as a residential homesite. The Vineyard Lodge property is less than 50 feet from this property. Additionally, Rusty and Donna Hinds own a 1/3 acre property (1057 Pratt Ave.) this is located between the Vineyard Lodge project and Main Street.

[2] Applicant describes building heights as 29' to 40'2" (Page 4 of IS/MND) but buildings heights are typically measured at the highest point. If measured at the highest point the buildings range from 36' to 40'2".

[3] In the chart on P. 6 of IS/MND Off-site Beds are not stated as "N/A." Applicant has not discussed offsite housing.

[4] P. 9 IS/MND states "The existing CIA facility was unoccupied as students were on break."

[5] **17.152.040 Exempted and regulated development categories.**
A. Exempted Development Categories. This chapter shall not apply to the issuance of building permits for the following projects:

1. Industrial;
2. Commercial;
3. Commercial/residential (daily rental);
4. Replacement housing (on the same site as a preexisting unit which has been removed, demolished or burned within the immediately preceding two years) but not in conjunction with subsection (A)(5) of this section;
5. Relocation of units already existing in the city;
6. Additions, renovations and refurbishment of existing dwelling units;
7. Accessory buildings of any type (except dwelling units);
8. Guest cottages (detached bedroom(s) without kitchen facilities);
9. Second units as defined in Section 17.04.160 and regulated by Section 17.116.030;
10. Affordable Housing. Affordable units are those dwelling units which are required to be rented at affordable rents or purchased at an affordable sales price, consistent with Chapter 17.146. The number of affordable housing units constructed shall be determined by the city council at the time of review of the development agreement authorizing the units. The agreement shall contain guarantees that the dwelling units would continue to be affordable to persons of very low, low, or moderate income for an agreed upon period of time.

[6] www.flavornapavalley.com. Click on "Events"; then Click on "Hotel Packages";

[7] CIA at Copia opens in Stages. Sasha Paulsen, Napa Valley Register, October 18, 2016 (article attached)
[8] CIA at Copia opens in Stages. Sasha Paulsen, Napa Valley Register, October 18, 2016 (article attached)
[9] Napa's Copia to reopen as Culinary Institute of America campus, Tara Duggan, San Francisco Chronicle, October 16, 2016 (article attached)

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http://napavalleyregister.com/lifestyles/food-and-cooking/cia-at-copia-opens-in-stages/article_5baa32fc-951a-5a91-ab1a-e8aee65d9dfa.html

CIA at Copia opens in stages

Sasha Paulsen spaulsen@napanews.com Oct 18, 2016



Phil Mansfield photo

Food and wine classes are now being offered at the Napa Valley Vintners Theater at the CIA at Copia in Napa.

The Culinary Institute of America is opening its newest campus, at the Copia building in Napa, in stages, beginning with classes this week.

"This will be the public face of the CIA," said Tom Bensel, managing director for both Napa Valley campuses, including the original site at Greystone in St. Helena.

Leading a tour through the Copia building, where renovations are ongoing, Bensel gave an overview of the plans as they are evolving for the space. When completed it will offer classes and food and wine programs for the public, extensive event space, a "lifestyle" shop, and a restaurant with a new

approach to dining. There will be no entrance fee to the building, and Bensel stressed that the CIA wants to welcome both local residents and visitors to the facility when construction is complete. There will be fees for individual classes. He said a grand opening is planned for 2017.

The Vintners' Hall of Fame, now in the Barrel Room at the historic Greystone building will be relocated to Copia and renamed the Wine Hall of Fame, Bensel said. It's expected to be in place by spring 2017.

"CIA at Copia is a first for the Culinary Institute of America," he said, noting that the new facility will be "entirely dedicated" to offering food and wine education and experiences to the public. "It opens a window into what the CIA truly is: a visionary thought-leader and innovator in food and beverage, with world-class faculty and facilities."

The opening of the Copia building allows the Greystone St. Helena campus to focus on education for the students and also to undertake much needed renovations, Bensel said.

The CIA at Greystone opened 20 years ago in what had been the Christian Brothers Winery. Initially, it offered a pastry and dessert training, as well as specialized educational classes for chefs. Over the years, as public interest has grown in cooking programs, the CIA began offering classes for food and wine enthusiasts, and expanded its professional training programs.

The 80,000 square-feet of indoor and outdoor event and theater space at Copia will now be the site for daily programs, wine tasting and classes taught by CIA instructors and guest lecturers that feature seasonally-themed recipes designed for home kitchens.

Beginning on Monday, Oct. 17, the CIA is offering daily food and wine programs in newly named Napa Valley Vintners Theater, formerly the Meyer Food Forum. The 72-seat theater is equipped with a demonstration kitchen. The first classes include "Basic Flavor Interactions," "Cooking With Wine," "Fresh Home-made Cheese" and "How to Make Fresh Pasta."

Sundays have been designated "Family Fundays" beginning with an Oct. 23 class "Mac and Cheese," which will "re-imagine" the classic.

A complete schedule with tickets and prices is available at http://ciaatcopia.eventbrite.com.

"CIA at Copia's educational programming takes our enthusiast programming to another level, for people of all ages and interests," Bensel said.

The Restaurant at CIA Copia

The anticipated opening date for The Restaurant at CIA Copia is mid-November. What was once Julia's Kitchen at Copia has undergone a face-lift for the new restaurant, which will be open for lunch and dinner, under the direction of Waldy Malouf, CIA's senior director of food and beverage operations, and chef de cuisine Chris Aken.

Malouf, who is based at the CIA in Hyde Park, N.Y., told the Register that the plan for dinner service is to blend front and back of the house service for an innovative approach to service in which chefs will come out of the kitchen to offer dishes to diners. In this way, he said, guests will be able to see both the savory and dessert dishes and also meet the chefs who create them. Sharing dishes will be encouraged as part of this "experiential dining" approach. Dishes diners select will be marked on the menu, and the number of dishes selected will be tabulated at the end of a meal.

In the same way, Malouf said wines by the glass will be offered on a cart that will move through the restaurant. Guests will be able to taste as many as six wines before selecting one or more to drink with their meal.

Lunch service will be more conventional, Malouf said. "People will be able to come in an order a burger or salad — usually that's when people are on a schedule."

Malouf described the menu as Mediterranean-inspired, California cuisine "with international influences." Produce from the Copia gardens, managed by CIA Farm Manager Matthew Gunn will be utilized.

The remodel of the original Copia building by CIA and Architectural Resources Group has extended the facade nearly eight feet from its original location, allowing the dining room to blend with the property's patio, gardens and olive grove. The restaurant has one private dining room that seats 12, and two private dining rooms that each seat 18, but can be combined to seat 36.

A 1975 graduate of the CIA, Malouf joined the administration of his alma mater in 2013. Before that, he spent 13 years as co-owner and chief operating officer of Beacon Restaurant in New York City. Malouf is known in the New York area for his time as executive chef and director of operations at the Rainbow Room and executive chef at the Hudson River Club and Le Cremaillere.

The signature cuisine he developed at the Hudson River Club featured the culinary riches of the Hudson Valley, which resulted in "The Hudson River Valley Cookbook" (Addison-Wesley, 1996). Malouf is also the author of "High Heat: Grilling and Roasting Year-Round" (Random House/Broadway Books, 2005).

He co-founded the Windows of Hope Family Relief Fund after Sept. 11, 2001 and remains one of the organization's three directors. He is also a former chairman of the CIA's Alumni Council and served on the college's Education Committee.

Aken has worked as executive chef at Avia Napa (now Andaz) and was opening executive chef at AKA Bistro. The former owner of Toast Catering, executive chef and partner at Jack London Lodge and Stomp at the Mt. View Hotel. Originally from Southern California, Aken began his culinary career in Oklahoma City in 1995 under Chef Kurt Fleischfresser and also worked at La Folie in San Francisco.

Event space

Other renovations at the new CIA include windows on the lower level opening out to the river, creating a light-filled, modern atrium in the center of the building that will be available for evening receptions and can accommodate 800 guests in a standing reception or a 350-seat dinner.

Upstairs, the former exhibit hall is being turned into a teaching kitchen for hands-on cooking classes. Bensel said the plan is to have it completed by late summer 2017.

A mezzanine overlooking the atrium and the Napa River can host an event for up to 300. Adjacent to the mezzanine are two classrooms that can be used for breakout sessions, each seating 30. Outside, the newly terraced amphitheater seats 600 in rows or 375 at tables.

Meeting spaces upstairs at CIA at Copia include the Food Business School classroom with 25 seats; the boardroom with 25 seats, reception space for 50 on the balcony and a garden balcony that will accommodate 80 seated and 120 standing.

The main theater at Copia, used for movie screenings, speakers' series, and panel presentations, seats 250.

For private event bookings, contact Amy Thomason-Richardson at 707-967-2307. For additional information, visit www.ciaatcopia.com.

Food

Napa's Copia to reopen as Culinary Institute of America campus

By Tara Duggan, San Francisco Chronicle | October 16, 2016 | Updated: October 16, 2016 5:00am

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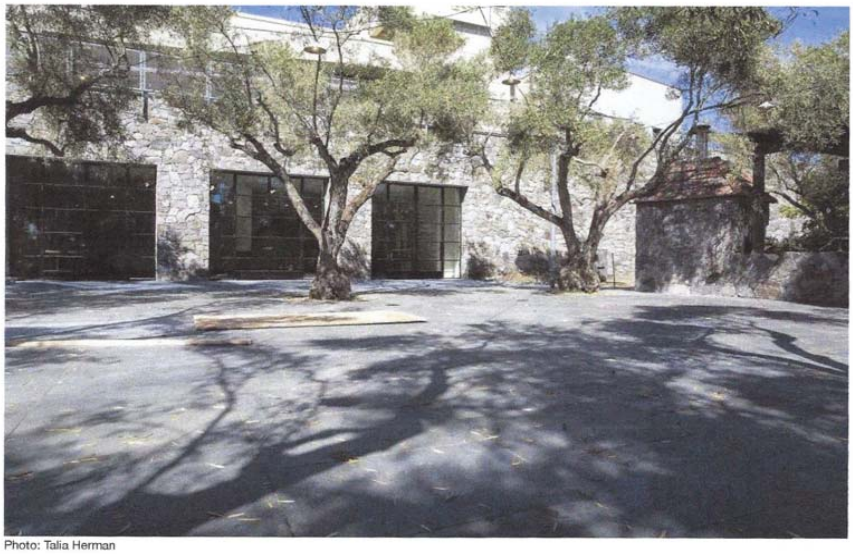

Photo: Talia Herman

The renovated restaurant at Copia in Napa, now part of the Culinary Institute of America.

Just after Halloween, Copia will rise from the dead in downtown Napa.

Drought-starved grapevines from its old garden have been pulled up and replaced by robust olive trees along the walk that leads to the former Copia: The American Center for Wine, Food and the Arts. The site will now be the CIA at Copia, a new public-facing campus for the Culinary Institute of America. When it opens in stages, starting in November, the CIA at Copia will have a renovated restaurant and store and will offer cooking demonstrations and wine tastings. Next year, it will open an exhibit space and offer hands-on cooking classes to nonprofessionals.



It's a big turnaround for the museum and event space, which first opened in 2001 with grandiose plans dreamed up by the late Robert and Margrit Mondavi, who were also major benefactors, and supporter Julia Child. But it closed and went into bankruptcy in 2008. Since then, its 80,000 square feet of exhibit halls, classrooms, theaters and a restaurant as well as an outdoor amphitheater have been largely empty.

MORE BY TARA DUGGAN



Early fall seafood calendar brings sand dabs, spot prawns, more



What happens when coffee pros taste Soylent's Coffiest?



In California's abalone country, the hunt continues to evolve

The Culinary Institute of America, which is headquartered in Hyde Park, N.Y., and has had a branch at Greystone in St. Helena for 20 years, bought the property in October 2015 for $12.5 million, a bargain compared to its original $55 million price tag.

This will be the first branch of the institute that is oriented toward the public rather than professional cooks. Tom Bensel, managing director of the institute's California campuses, says it will increase the recreational cooking classes offered at St. Helena and move them to

Napa.

"We want to start being a leader in how people perceive food and health and sustainability," says Bensel. "It's a great platform for us to be able to speak to the public."



Photo: Talia Herman

IMAGE 1 OF 9
The restaurant at the new CIA at Copia in Napa.

Based on experiences at its other campuses, including in San Antonio, Texas, and nine public restaurants and bakeries, the institute is betting its mix of tastings and classes will have more traction than what was offered at the original Copia.

"People want to taste things, touch things and have an experience," Bensel says. "They'll be

able to immerse themselves with what's going on rather than just observe."

Copia's original exhibits are gone, but the new space will house Chuck Williams' personal collection of cookware — bequeathed to the school when the founder of Williams-Sonoma died in December. When the exhibit opens in late spring or summer, entry will be free, and Bensel makes pains to say it won't be called a museum.

The new owners "have heard all of the horror stories about what occurred and what they can improve upon," says Steve Carlin, who developed the Ferry Plaza Marketplace and the similar Oxbow Public Market, which opened in 2007, right next to Copia. "From what I've seen, they have listened to that and will make the appropriate adjustments."

During the first phase next month, the institute will start to offer daily food and wine demo classes ($25 to $95) in a 75-seat theater. A bit later, six tasting stations will be set up in the atrium with visiting wineries that will rotate quarterly.

"This gives an opportunity to many wineries that don't have tasting rooms," says Bensel. There are also plans for a high-end wine salon to be located next to the restaurant. It will offer small pours of cult wines that would otherwise be difficult to taste.

The restaurant, called the Restaurant at the CIA Copia, is inspired by the cart-style service at San Francisco's State Bird Provisions. Especially at dinner, the cooks will bring out trays with dishes that diners can choose from and are meant to be shared, such as a whole roast trout, duck and foie gras served with onion marmalade, and roasted oysters with shallots and verjus.

"We really want the restaurant to be fun and casual," says Waldy Malouf, who heads up food and beverage operations at the institute.

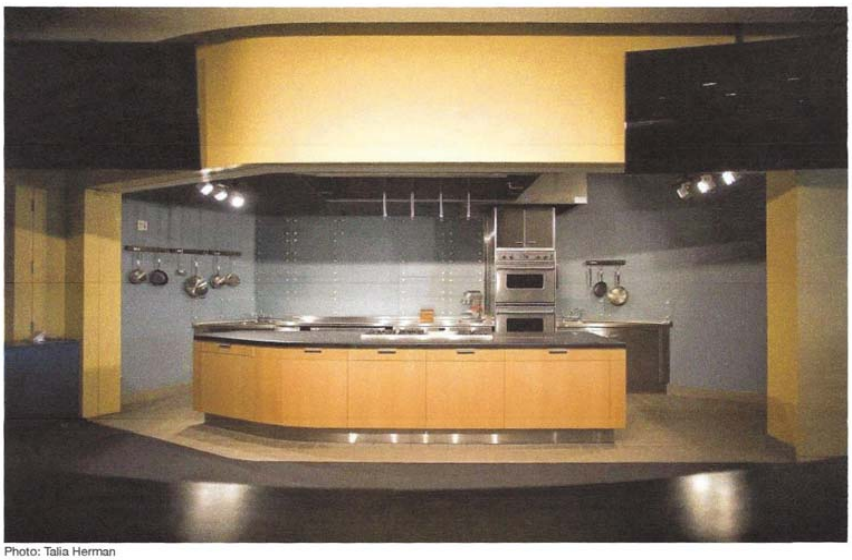

Photo: Talia Herman

A classroom kitchen in the new Culinary Institute of America campus at Copia in Napa.

While the restaurant at Copia will have a professional staff, the one at Greystone will be student-run, and closed when school is not in session.

Bensel says the new campus is part of the evolution of the culinary institute, from which he graduated in 1976. Back then, the culinary arts were considered more of a trade. Over the years the institute has gone beyond its associate degree programming to offer bachelor of arts degrees, and now a Wine and Beverage Graduate Certificate Program at Greystone.

The CIA at Copia also plans to be part of an ongoing evolution in downtown Napa. Copia closed during the Great Recession, and when a renovation to the nearby bypass channel was diverting traffic from the neighborhood. Things improved by 2010, developer Carlin says, and sales at Oxbow Public Market have since tripled. New hotels have opened, with additional ones due to open soon.

At the original Copia, many say, another problem was a lack of involvement in the community.

"Whether it was intentional or not, there was a sense of exclusivity to it," Bensel says. The CIA at Copia is trying to avoid that by hosting events and fundraisers, like one for Friends of the Napa Valley River that was held at its outdoor amphitheater last weekend.

If the new campus is successful, Bensel says, revenue will bolster its academic programming. And there's one last side benefit to educating the public about food and wine: "Our graduates are going out and being part of successful restaurants," he says. "We don't want to just give them their certificates and be done."

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Tara Duggan
Food Reporter

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COMMENTS OF RUSTY HINDS TO CULINARY INSTITUTE OF AMERICA CAMPUS MASTER PLAN

Historical Review

A review of the historical record of the establishment of the CIA Greystone Campus, and its resident housing chronology, is very important in setting the context of this current proposal being made by the CIA.

1993: Original Use Permit approves the construction of two residential dormitories and stipulates a third, with Permit amendment, to be constructed on the Greystone Campus. The CIA requested enrollment of 200 students but a maximum permit limit of 104 students was granted. The Permit required a 1:1 room to parking space ratio. The City Council certified a Final Environmental Impact Report.

2004: CIA is granted a Use Permit to transform the former Marlinda Nursing facility to student housing. This property is located at 830 Pratt Avenue, beyond the Urban Limit Line, and was zoned A-20. The Planning Commission and City Council approved the transition based solely on a non-conforming replaced by a use of lesser intensity (Occupancy reduced from 70 beds to 40).

2008: CIA requested a change in the Vineyard Lodge Use Permit to add a second dormitory. As this would trigger non-conformance of greater intensity in the A-20 zone, the Planning Commission and City Council struggled with the dilemma of either changing the citywide zoning ordinance for A-20 or the site specific rezoning of the Vineyard Lodge parcel. After much debate, the Vineyard Lodge parcel was rezoned Public Quasi Public. Vineyard Lodge II was erected and houses 60 residents in 12,612 square feet. The Vineyard Lodge total resident population is 101 served by 85 parking spaces. In addition, resolution 2008-74 increased the enrollment at the Greystone campus from 104 to 200 students.

Summary (Hinds)

In review of the Initial Study/Mitigated Negative Declaration ("IS/MND"), and associated documents submitted by the Culinary Institute of America ("CIA") for the proposed expansion of the Vineyard Lodge located at 830 Pratt Avenue, several elements either require the granting of multiple variances to the City of St. Helena Municipal Code or they do not satisfactorily identify and mitigate all of the potentially significant impacts. My comments will focus primarily on the high intensity (massing and height) of the new buildings, their forward location on the site near Pratt Avenue (requiring a front setback variance), the inadequate number of parking spaces (requiring a variance), the potential increase in noise, the potential increase in traffic, the increase in wastewater generation, the potential increase in water usage above the allocated volumes and the significantly incongruous nature of the project with the surrounding agricultural and residential land use.

As such, the City of St. Helena Planning Department, the Planning Commission and the City Council should deny the proposed expansion of the Vineyard Lodge property. The Applicant has less environmentally impactful alternatives to fulfill its requisite student housing needs at its Greystone Campus, and adjacent owned parcel, which date back to the original 1993 Use Permit.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (Vineyard Lodge Expansion)

In an effort to assist the reader, I have structured the following presentation of the analysis of the Initial Study/Mitigated Negative Declaration ("IS/MND") and Appendices in the following order:

- Cite the category of environmental factor potentially affected;
- Applicant's presentation of the Potentially Significant Impact, either properly identified, or improperly characterized as Less than Significant;
- Presentation of the Applicant's Impact Analysis, as presented;
- Presentation of the Applicant's proposed Mitigation Measure(s) associated with the environmental factor;
- Presentation of Hinds' rebuttal of the manner in which the Applicant has failed to either properly characterize or mitigate each of the environmental factors which create a Potentially Significant Impact; and
- Page numbers are listed parenthetically to assist the reader in reference to where each issue is found in the IS/MND.

Aesthetics:

Potentially Significant Impacts (IS/MND Page 12)

- Substantial adverse effect on a scenic vista
- Substantially degrade the existing visual character or quality of the site and its surroundings

Impact Analysis (IS/MND Pages 13-15)

- Residents and other viewer groups may experience reduced visual quality
- New dorms maximum height of 40'-2"
- Project will introduce perimeter parking lot lighting

Mitigation Measure AES-1(IS/MND Page 15)

- Landscaping Plan - Vegetative screening (Trees). To be approved by Planning and Community Director prior to issuance of Building Permit

The Applicant has failed to adequately mitigate the impacts for Aesthetics for the following reasons:

- High intensity massing (40,645 sq. ft.) and location of new buildings too close to Pratt Avenue;
- Maximum height of proposed buildings (36'-40'). Surrounding land use (A-20, greater than two acres has a maximum height limitation of 30'. Municipal Code 17.20.060);
- Visual Site Assessment performed in Summer 2016, during the period when onsite trees had full foliage;
- American Sycamore trees located on the northeastern property line along, "Vineyard Road, provide no screening in Fall and Winter months. Also, this same stand of trees will not provide adequate year-round height to screen the tops of proposed Buildings A and C (40');
- No existing screening on the eastern portion of the front property line on Pratt Ave. where proposed Building B (height 36') will be located;
- Existing trees on the western portion of the front property line on Pratt Ave. will not provide adequate screening of proposed Building B (36');
- Lack of trees to properly screen height of proposed Building C (40') looking eastward from western site boundary;
- The Applicant's Landscaping Plan (AES-1) does not mitigate the aesthetic impact resulting from the proposed project. Due to the large size of the buildings, mitigation cannot be accomplished by landscaping. Even with the addition of the landscaping proposed by the Applicant, the permanent visual impact of these buildings will be very significant and will detract from the beauty of the surrounding vineyard/mountain vistas;
- The Traffic Impact Report for the Vineyard Lodge driveway specifically contradicts the Applicant's landscaping plan by stating, "Therefore, sight lines would be acceptable assuming that no landscaping is planted along the site frontage that would ultimately grow and block driver views."
- This mitigation measure is not adequate for the proposed project and, with all due respect, should not be determined at the sole discretion of the Planning and Community Director, as proposed by the Applicant.

Land Use and Planning

Potentially Significant Impacts (IS/MND Page 38)

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Setting and Impact Analysis (IS/MND Pages 38-40)

- The outer edge of the urban service area is demarcated by the urban limit line ("ULL") which is a parcel specific boundary that marks the limit of allowed urban development. The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City. The proposed project is subject to land use policies outlined in the St. Helena General Plan (Guiding Policy 2.6.5 encourages the continuation of agricultural and **low-intensity** uses adjacent to the Urban Limit Line);
- The Vineyard Lodge Housing Site is located outside and adjacent to the ULL and is zoned Public Quasi Public ("PQP");
- The project is subject to other standard requirements, stipulated by the Zoning Code, namely, parking and setback requirements which, given site constraints, the applicant maintains cannot be met;
- Under Municipal Code 17.112.050, the Vineyard Lodge Housing site is subject to a special setback requirement of 36';
- In addition, the project has requested a variance from the parking standards outlined in Municipal Code Section 7.124.30 (A.3) which require two spaces for the resident owner and one space for each guest bed. Compliance with the Code will require 226 total parking spaces. Based on data supplied by the applicant, only 31% of students have a demand for parking spaces. As such, applicant is requesting a variance to allow for 72 parking spaces. To ensure that the number of available parking spaces equates with demand, applicant will cap the number of parking permits at 72 and will prohibit overnight offsite and street parking.

Mitigation Measure LU-1 (IS/MND Page 40)

- Requires at least five (5) on demand bicycles be made available to residents of the Vineyard Lodge Housing Site.

The Applicant has failed to adequately identify and mitigate the impacts for Land Use and Planning for the following reasons:

- Pursuant to Section 17.112.500.A of the St. Helena Municipal Code, there is a special setback of 36' on the northwest side of Pratt Avenue, from the railroad track to the Napa River. The reason this provision was included in the zoning code is evidenced by Section 5.3.3 of the Transportation Element of the 1993 General Plan (St. Helena's current

governing General Plan) which provides, "Guiding Policies 5.3.3 Preserve rights-of-way for future collector streets within the planning area. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening." In summary, the special setback on Pratt Avenue was established pursuant to the 1993 General Plan to allow for future widening due to Pratt Avenue being designated as a collector street. A variance to this special setback would be in direct contradiction of the General Plan and Zoning Code and would result in the loss of ability to widen Pratt Avenue in the future;

- The high intensity of the proposed Vineyard Lodge project (massing, height and building location near Pratt Avenue) is not consistent with the surrounding agricultural and residential land use (Municipal Code 17.168.050 G)(Municipal Code 17.164.030 A 3,5 and 8), the sensitive, low intensity development on parcels beyond the ULL (General Plan Guiding Policy 2.6.5) and the adjacent land use (A-20, greater than two acres) which mandates a maximum building height of 30 feet (Municipal Code 17.20.060);

- Applicant has not provided data demonstrating a strict 31% demand for onsite parking at the Vineyard Lodge Housing Site. The May 12, 2016, Vineyard Lodge Traffic Study (Dated November 2, 2016), references 96 student residents and 42 cars in the parking lot at the Vineyard Lodge (Demand ratio of 44%). The Greystone May 2016 traffic study (Table 7, Footnote 1, report dated November 17, 2016), references 45 students residing in the Greystone dormitory and parking demand is 70%. The Applicant's submitted documents clearly identify a significant parking demand discrepancy between student residents at the Vineyard Lodge (theoretical 31%, actual 44%) and Greystone (70%). The Applicant's requested parking variance should be denied and the required 1:1 ratio of beds to parking spaces should be required at the Vineyard Lodge;

- If Applicant wants to expand enrollment from 200 to 300 students, the Greystone and other Applicant owned sites should be evaluated to fulfill additional requisite housing and parking capacity requirements;

- The 1993 Use Permit (Resolution 93-105) approved the construction of two dormitories and allowed for a third dormitory, with Use Permit Amendment, on the Greystone Campus. "The CIA was previously approved to build two additional dormitories on the slope behind Greystone. The permits for those structures were not vested and have since lapsed." (Public Hearing Staff Report, August 28, 2008), This building site option remains as a viable alternative without the cumulative impacts of the Vineyard Lodge expansion project;

- The Greystone Campus has space to facilitate resident housing expansion, will eliminate the need for additional shuttle bus trips from the Vineyard Lodge and will not result in additional visual impact;

- The Vineyard Lodge site is too small to expand the housing capacity from its current 101 to the proposed 224 student residents while maintaining compliance with the Municipal Code and General Plan of St. Helena. The Vineyard Lodge site is fully developed in its present state.

Noise:

Potentially Significant Impact (Categorized Less than Significant, IS/MND Page 41)

- A substantial permanent increase in ambient noise levels in the project vicinity above existing without the project.

Setting/Impact Analysis (IS/MND Pages 42-44)

- Noise study conducted on June 15, 2016. The existing housing facilities were not occupied as students were on break. The measured noise levels represent the lowest noise levels likely to be encountered in the area. Overall, the noise measurements indicate that the noise environment in the project area is generally quiet and consistent with the rural setting.
- At project operation, the onsite land use at the Vineyard Lodge, and associated noise environment, will continue to be typical of a multi-unit development (dormitories).
- The expansion of the Vineyard Lodge site is not expected to introduce a substantial permanent increase in the ambient noise environment.
- Gatherings could include up to 120 students who would live on the site.
- In addition, the CIA regulates activities at the Vineyard Lodge to prohibit amplified music outside, enforces a 9:30 p.m. noise curfew and prohibits non-residents from attending events on the quad.
- Student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m.

Mitigation Measure (Not Offered by Applicant)

- Permanent noise was subjectively categorized as Less than Significant, therefore, no mitigation measure was offered.

The Applicant has failed to identify and adequately mitigate the impacts for Noise for the following reasons:

- The Noise Study was actually conducted in April-May 2016 while there were no students onsite at the Vineyard Lodge. As such, the results of the noise study are inaccurate since actual onsite student noise contribution was not measured and not considered for mitigation;

- Key findings of the study were not predicated on the proposed 224 students residing at the Vineyard Lodge. The IS/MND states, "Gatherings could include **up to** 120 students that live onsite." Does this set a maximum outdoor activity limit of 120 students that live onsite? What about participation by the other 104 student residents?

- What is the compliance history of the CIA noise regulations including no amplified outdoor music, 9:30 p.m. curfew and prohibition of non-resident attendance? The CIA should be specific as to what means and by whom are these prohibitions enforced. The CIA should state the policy for violating any of these stated prohibitions.

- The Applicant should be required to address the increase in traffic noise resulting from the increase in number of permitted student cars from the reportedly 31 to 72?

- Applicant's statement, "Student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m." is simply not believable. The proposed expanded Vineyard Lodge is a multi-unit college dormitory that will house 224 students with all parking located on the perimeter of the site. College students keep late hours and are typically loud.

- The Noise Study did not contemplate the effect of noise emanating from the Vineyard Lodge toward the two residential building sites located directly across Pratt Ave.

Population and Housing:

Potentially Significant Impacts (Categorized Less than Significant, IS/MND Page 45)

- Induced substantial population growth in an area.

Impact Analysis (IS/MND Page 45)

- Project construction activities at the Vineyard Lodge Housing site would result in a maximum occupancy of 224 students onsite, which equates to a net increase of 123 students.

Mitigation Measure (Not Offered by Applicant)

- Population Growth was subjectively categorized as Less than Significant, therefore, no mitigation measure was offered.

The Applicant has failed to adequately identify and mitigate the impacts for Population and Housing for the following reasons:

- The increase in resident student population from 101 to 224 is concentrating 123 additional students at the project site.

- Notwithstanding the PQP zoning of the site, this significant increase in residential density is not consistent with the surrounding agricultural land use and scenic surroundings (Municipal Code 17.168.050 G)(Municipal Code 17.164.030 A 3,5 and 8) and is in conflict with the General Plan guiding principle (2.6.5) of sensitive development on parcels located beyond the ULL.

Transportation/Traffic:

Potentially Significant Impacts (IS/MND Page 48)

- Conflict with applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

Impact Analysis (IS/MND Page 50)

- With the project, the intersection of Pratt Ave/SR HWY 29 WB will operate unacceptably under Level of Service "F" during the AM and PM peak hours.

Mitigation Measure (IS/MND Page 50 , Trip Capacity - Not formal Mitigation Measure)

- The CIA is proposing to increase the capacity of its three shuttle buses that transport students from the Vineyard Lodge to Greystone.

The Applicant has failed to adequately identify and mitigate the impacts for Transportation/Traffic for the following reasons:

- The Traffic Impact Report ("TIR") only considers peak A.M. and P.M. shuttle bus trips from Vineyard Lodge to Greystone. The TIR fails to consider the full magnitude of personal trip usage of the 72 permitted cars located at Vineyard Lodge;

- The TIR incorporates a theoretical estimate of the traffic contribution from the Las Alcobas Hotel driveway, which is located at the intersection of Pratt Avenue/HWY 29. The TIR may prove to be inaccurate when the actual traffic impacts resulting from the Las Alcobas Hotel begins operating at full capacity (Sometime after its opening in 2017). Since the Las Alcobas Hotel is a large project (68 guest rooms plus a restaurant serving the general public), with potentially significant impacts in the same area as the proposed project and the proposed Beringer projects, it would be prudent to deny the proposed Vineyard Lodge expansion project until the actual full traffic impacts can be further determined.

Utilities/Public Services:

Potentially Significant Impacts (All categorized as Less than Significant, IS/MND Page 55)

Impact Analysis (IS/MND Page 56-57)

- (Wastewater Treatment). At the Vineyard Lodge Housing Site, the sanitary sewer management system will accommodate a peak daily flow of approximately 9520 gpd which equates to a projected net increase of 1960 gpd over existing capacity (flow);

- (Sufficient Water Supplies). The total water allotment across the two sites amounts to an average of 20,650 gpd. The Applicant proposes to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites to accommodate the increase in housing at the Vineyard Lodge site.

Mitigation Measure (None offered)

- Utilities/Public Services was subjectively categorized as Less than Significant, therefore, no mitigation measures was offered.

The Applicant has failed to adequately identify and mitigate the potential impacts for Utilities/Public Service for the following reasons:

- The Wastewater Feasibility Analysis for the expanded Vineyard Lodge housing reports the anticipated peak daily flow of approximately 9520 gpd. The current average recorded flow is 6373 gpd. The actual increase in average daily flow from the expanded Vineyard Lodge will be a minimum of 3147 gpd (an increase of 49%, rather than the 1960 gpd cited above in the Impact Analysis);

- Additionally, the onsite equalization pump tank is sufficiently sized to allow for only off-peak discharge to the City sewer;

- Odor Control. The Wastewater Feasibility Study for the Vineyard Lodge references, "There should be no noxious odors from a properly designed and operated treatment system. See Alternative Courses of Action for operation alternatives." No odor control mitigation is listed under Alternative Courses of Action;

- The Water Availability Analysis - Greystone and Vineyard Lodge reports data records which reflect the Baseline Existing Demand of 23,478 gpd, which is well above the current allotment of 20,650 gpd;

- The Proposed Water Use Demand is expected to be 21,667 gpd (Annual use adjusted to 19,796 gpd.) These are theoretical calculations and actual water demand could continue to exceed water allotment volumes.

Mandatory Findings of Significance:

(Degrade the Environment) Less than Significant (IS/MND Page 56)

(Cumulatively Affect the Environment) Less than Significant (IS/MND Page 56)

The Applicant has failed to adequately identify the Mandatory Findings of Significance for the following reasons:

As presented in this paper, the Applicant has failed to thoroughly analyze each of the environmental factors that are potentially affected. Many of the technical studies, which are the basis of the Applicant's subjective findings, are "nuanced" on a conditional set of variables, or factors, rather than evaluating the potential impact in its entirety. Contradictions in conclusions between the Applicant's technical reports have been brought forth to reflect the effect each has on the degree of significance of impact. As a result, the impact is either not mitigated or the mitigation measure offered is ineffective.

The Applicant's Initial Study/Mitigated Negative Declaration does not properly identify nor mitigate all of the Potentially Significant Impacts to the environment. Pursuant to CEQA Section 21082.2.d. "If there is substantial evidence, in light of the whole record before the lead agency, that a project may have a significant effect on the environment, an environmental impact report shall be prepared." In the event the Planning Commission and City Council find that the project does not fail on the criteria of Design Review or Use Permit findings, the Applicant should be required to perform an EIR to fully delineate the Potentially Significant Impacts to the environment.

Public Comment 17

From: bertz345@aol.com
To: Lilly Bianco
Subject: PRATT AVENUE CIA DORMS
Date: Wednesday, February 15, 2017 3:55:36 PM

My name is Linda Bertoli I have lived on Pratt Avenue for forty years. I see the CIA plans to expand. their facility on Pratt. I am not for this . For years the community has been asked to cut back on their water usage. We all try and do the best we can. We are a community and appreciate living here. We are friends and neighbors.

It is my understanding the CIA want to double the size of the existing dorms with 3 new multi-story buildings. With an increase of over 120 students, they will probably want sinks, toilets, showers and probably clean linens . I wonder if they would be sensitive to our constant water shortage . They would be strangers in our community. Pratt is a country lane with no side walks. There was an accident in front of our house killing 4.
Every day I drive to town I see worke'rs cars (probably 40 or more) working on the hotel at Main and Pratt. I am sure no one knows the impact of that hotel. (the corner of Pratt and Main) Then we will have several more years or worker's cars. I wonder how many of these workers are even from Napa County .

I wonder, also, who are these students? are they taking a year-long class or a couple from the east taking a 2-week class in egg whites and visiting the Napa Valley (staying in the dorms with no hotel tax)

Do we have to say "yes " to every one who shows up with a wad of cash? Is there room on our roads for a couple hundred more cars?

So if anyone wants to know ..... I am against this CIA dorm expansion... Linda Bertoli 345 Pratt Ave. 963-2293 2/15/2017

From: Lars Kronmark
To: Lilly Bianco
Subject: lars and a note about Pratt and CIA
Date: Wednesday, February 15, 2017 5:18:46 PM

Attn: Mayor Alan Galbraith, Grace Kistner, Chairperson, Bobbi Monnette, Commissioner, Sarah Parker, Commissioner,
Tracy Sweeney, Commissioner; Noah Housh, Planning & Community Improvement Director, Lilly Bianco, Contract Planner

In 1995, I had the pleasure of being part of the Opening Team for the Culinary Institute's Greystone Campus. In 2000, I moved to St Helena with my family where we now have our roots and a son who just graduated from the High School. I am a Faculty Member at the C.I.A. and am involved in our town as much as my time allows. For example, I am a long serving Board Member of the St. Helena Farmers' Market.

I am writing this letter in support of the expansion and beautification of the C.I.A's Student Housing on Pratt Avenue that will be discussed at the Planning Commission's Meeting next Tuesday.

Our students are committed to being positive and well behaved residents of St. Helena. Wherever I go in St Helena, I see them walking, biking and shopping with lots of energy and acting in a professional manner. I think we are very fortunate to have this "younger age group" in the valley at a time when 1) many of our towns are inhabited with an aging population and 2) an increasing number of homes have become second homes owned by people who only only spend a few months of the year in the valley.

In addition, the students take great pride in responding to the many requests for assistance at fundraising events from local Non-Profit Organizations such as the Cameo Cinema, the Fire Department, the Farmers' Market and many many more.

I hope you will agree that we are very fortunate to have this energetic and professional support in our town..

I am asking for your kind assistance in approving the proposed plans for the expansion and beautification of the Student Housing at Pratt Avenue - for today's students and those in the future.

I thank you for your consideration.

Best regards

Lars Kronmark

Lars Kronmark

Professor CWP

Culinary Institute of America at Greystone

Agenda Item #5.2.

Public Comment 18

2555 Main Street

St Helena CA 94574

Home Address

1665 Voorhees Circle

St Helena CA 94574

Lars Kronmark
Chef Instructor
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CITY OF ST. HELENA
PLANNING DEPARTMENT 1480 MAIN STREET- ST. HELENA, CA 94574
PLANNING COMMISSION

February 21, 2017

AGENDA ITEM: #

FILE NUMBER: PL16-043

SUBJECT: *Culinary Institute of America (CIA) Campus Master Plan* ***(Part 2 of 2)*** Vineyard Lodge Demolition permit, Design Review, Use Permit, and Variance

PREPARED BY: Lilly Bianco, Contract Planner

REVIEWED BY: Noah Housh, Planning Director

APPLICATION FILED: 06.27.16 **ACCEPTED AS COMPLETE:** 10.05.16

LOCATION OF PROPERTY: 830 Pratt Avenue

APPLICANT: Thomas Bensel, Managing Director of the Culinary Institute of America (CIA)

PHONE: 1(707) 967-2310

APN: 009-010-024

GENERAL PLAN: Agriculture

ZONING: Public- Quasi-Public

PROPERTY DESCRIPTION: The Vineyard Lodge Housing site at 830 Pratt Avenue (APN 009-010-024) is located in the middle of the valley floor and on the north side of Pratt Avenue; approximately one-quarter mile from Main Street (SR 29). The site features a 2.61-acre triangular shaped lot located on the north side of Pratt Avenue, adjacent to the Napa Valley railroad right-of-way (ROW), and west of Vineyard Rd; beyond which the site is bounded by vineyard and agricultural uses, including the Beringer wastewater treatment pond directly to the east of the site.

Historically, the site served agricultural purposes, but was developed with a convalescent home in the 1960s. Since 2004, it has served as student housing for CIA students. At present, the site is relatively flat and is partially developed with a one story dormitory building at the southwest corner of the property and a two-story dormitory building (C.2008) in the middle one third; the northernmost corner remains unimproved.

PROJECT BACKGROUND

In 2004, the City issued a use permit authorizing the Culinary Institute of America (CIA) to convert the former Marlinda Convalescent Home at 830 Pratt Avenue to CIA student housing per Resolution No.2004-33. The City approved amendments to the permit which authorized construction of Vineyard Lodge II in 2008 per Resolution No. 2008-75. At present, the use permit authorizes Vineyard Lodge 1 and Vineyard Lodge II and a total of 71 rooms (101 beds). The site is supported by 85 parking spaces.

HISTORY OF ACTIONS

RESOLUTION 2004-33	Approved conversion of Marlinda Convalescent home to student housing for the CIA
RESOLUTION 2008-75	Approved expansion of student housing and construction of Vineyard Lodge II

*For a comprehensive list of past entitlements issued to the Culinary Institute of America Vineyard Lodge site see **Attachment 2**.*

Preliminary Project Review

March 2016: In March 2016 the City Council held a study session which involved a presentation by the CIA of their conceptual Master Plan and included a proposal to introduce four new buildings at the Vineyard lodge site (135 new beds) and perform an interior remodel/reconfiguration at the Greystone property. Concerns voiced at the Study Session were limited and generally centered around water use, wastewater capacity, and how the CIA's relationship with the City may evolve. There were no specific objections to the proposal voiced at the study session.

April 2016: In April of 2016, the applicant held a neighborhood meeting to obtain community input on the proposed project. At the neighborhood meeting concerns centered around the proposed scale and massing, visual prominence, and noise impacts of the proposed project. To address concerns voiced at the meeting, the applicant refined the project prior to submitting to the City; refinements included increasing the setback, adjusting massing, and introducing a central courtyard, amongst other things. For a more detailed discussion of the preliminary revisions see "Design Review" discussion, below.

PROJECT DESCRIPTION

As currently proposed, the project includes the expansion of housing facilities (dormitories) at the Vineyard Lodge Housing Site (830 Pratt Avenue) and appurtenant to the educational facility at Greystone to accommodate a total of 224 students. To achieve this, the applicant is proposing to demolish the existing Vineyard Lodge I (41 beds) and construct three new dormitories ranging in size from 11,380 sf to 17,885 sf and ranging in height from 29' to approximately 40'. This would result in a net increase of 123 new beds. The site would feature 72 parking spaces (69 designated spaces and 3 on-demand rental car spaces) and a central courtyard. Shuttles with capacity of 14,

22 and 32 seats would provide transportation between the Greystone campus and the Vineyard Lodge Housing facility. The applicant is further requesting variances to allow for a lesser setback from Pratt Avenue as required under Municipal Code Section 17.112.050 and a variance to allow reduced number of parking spaces as required under Municipal Code Chapter 17.124

Site Plan

The proposed site plan features three (3) new buildings, denoted as Building A, B, and C, in addition to Vineyard Lodge II:

Building A: 17, 885 SF (39 rooms; 70 beds)
Building B: 11,380 SF (52 rooms; 52 beds)
Building C: 11,380 SF (42 rooms; 42 beds)
Total: 40,645 SF (133 rooms;164 beds)

Building A forms an L-Shape along Vineyard Road and is comprised of two distinct wings that connect via second-story "connector porch" — note that there is a discrepancy on the plan set such that this connection is not readily shown on civil plans, but is clearly visible on architectural plans (pages A001- A103). Building B would extend along site frontage and building C would be oriented along the western site boundary. The three new buildings would be clustered toward the front of the site and oriented around a central courtyard. The buildings would be setback from the Pratt Avenue property line at a minimum of 20'. Vineyard Lodge II would be located behind the new buildings, but visually connected by the introduction of a pedestrian plaza in between the existing building and proposed new construction. Vineyard Lodge II is 12,612 SF and provides 60 beds. Taken together, the existing *plus* proposed development would provide housing for 224 students, which equates to a net increase of 123 students living on-site. A total of 72 parking spaces are proposed to support the student housing use and would be distributed around the periphery of the site. A 16' wide internal access road would extend from Vineyard Road through the site to Pratt Avenue. An access agreement/easement with Beringer Vineyards has been negotiated to allow for the use of Vineyard Road as needed to access the subject site.

Visual Character

The project site is situated at the northern border of St Helena's urban limits where medium density residential development is bordered by agricultural land uses immediately to the north and east. The existing visual character of the project area is therefore comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west).

The site design features multiple buildings of varying height. The proposed buildings will be contemporary in style, but feature craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated[1] foundation. Exterior walls would be clad in a combination of painted cementitious or poly ash clapboard siding and stained red cedar siding and punctuated with wood clad windows. The building would feature an irregular, multi-gabled roof with asphalt shingles. The

[1] Parge coat refers to a thin coat of a cementitious or polymeric mortar applied to concrete or masonry in order to refine the surface.

proposed color palette includes neutral hues like brown, natural wood, and green. Below is a table from the Visual Impact Assessment detailing the plan, height, and setback of the proposed buildings.

	Building Description	*Bldg. Height*	*Setback from street*
Vineyard Lodge II	Existing	32'	Not provided.
Building A	2 stories 3 stories @ rear	29'2 @ vineyard Road 40'2" at 3 story portion	20' from Pratt Ave Property line
Building B	2 stories Rectangular plan	29'2"	20' from Pratt Avenue Property Line 50' from Centerline of Pratt Avenue ROW
Building C	3 stories Rectangular in plan	40'2"	145' from Pratt Avenue property line 175' from centerline of Pratt Ave ROW

Parking and Access

Primary site access would be provided via Vineyard Road, which runs along the eastern property line. A total of three access points would be located along Vineyard Road and would provide access to onsite parking areas. A 16' one way drive lane would extend from Vineyard Road, between Vineyard Lodge II and the proposed new buildings, to exit onto Pratt Avenue, thereby providing through-access from Vineyard Road to Pratt Avenue.

The Vineyard Lodge Housing site would feature a total of 72 parking spaces, 69 of which would be designated spaces for permitted vehicles and the remaining 3 would provide parking for the three on-demand rental cars. All of the 69 parking spaces would be by permit only, as required by Use Permit condition of approval (COA) number 21. Further, Mitigation Measure LU-1 imposed on the project requires that the applicant provide at least five (5) on-demand bicycles in order to further reduce reliance on vehicles and limit demand on parking spaces. These requirements are in addition to the maintenance of shuttle service at regular 15-minute intervals between the CIA dormitory property and the Greystone campus which will be detailed in the Transportation Plan, required by Condition of Approval No. 20

Trash Enclosures

The trash enclosure presently located in the northeast portion of the site along Vineyard Road frontage will be relocated to the southwest portion of the site adjacent to the internal access drive. Per condition of approval, the trash enclosure(s) will be constructed of opaque materials and be of sufficient size to permit the storage, removal and replacement of standard commercial size trash bins. No collection, storage or stacking of garbage, trash and refuse is permitted outside the trash enclosure.

Landscaping

The applicant is proposing a combination of trees, shrubs and sod. To accommodate the proposed development the applicant will remove 21 trees and transplant 23 trees. Two trees proposed for removal include two (2) coast live oaks. Per Mitigation Measure

BIO-1, removed trees will be replaced at a 3:1 ratio either at the Vineyard Lodge Site or Greystone site. Established Camphors located along the property frontage will be retained to provide continued shade and screening.

Operation
Operations of the site and its relationship to the Greystone campus will not change. Shuttle service will continue to be provided at regular intervals (every 15 minutes from approximately 6:45 a.m. to 9:00 p.m.). To accommodate the increase in students living at the Vineyard Lodge site, the Applicant will begin using a 32 seat shuttle as needed, currently a 14 and 22 seat shuttle is used; but no change in the frequency of trips is anticipated.

Off-site Improvements
Off-site improvements include standard roadway improvements at property frontage which will include a full width grind and asphalt overlay (0.10'), re-striping for the installation of a bike lane (in the westbound direction), centerline, and fog line (in the eastbound direction) of Pratt Avenue. Per mitigation imposed on the project as part of the MND and to ensure consistency with land use policies, the project's off-site improvements would be expanded to introduce a Class II bike lane along westbound Pratt, for the segment located between the project site and the Pratt Avenue/Highway 29 intersection (approximately 1500 feet) and a fog line for the same segment in the eastbound direction.

ANALYSIS

GENERAL PLAN
The Vineyard Lodge Housing Site exhibits a General Plan Land Use Designation of Agriculture. The AG designation provides for agricultural uses, wineries, single-family residences, and public and quasi-public uses, like that of the project. The AG designation is applied to extensive areas of the valley floor that surround the urban core area. With the exception of those hillside areas designated WW, all lands outside the Urban Limit Line are designated AG regardless of their size or actual use.

General Plan policies applicable to the Vineyard Lodge Housing Component of the CIA Campus Master Plan include:

4.3.4 Strengthen community identity by appropriate building design, size, and site landscaping.

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

2.6.4 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.

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

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.

HE2.6 Promote a balance of types of housing throughout the whole community.

Staff finding
According to the General Plan Guidelines published by the State Office of Planning and Research, "An action, program, or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment." As proposed, the project would serve as infill development on an existing site and proximate to the urban service area and which would not encroach into or otherwise hinder agricultural activities such that it would be consistent with GP policies, 2.6.2,2.6.4, and 2.6.5, and named above. The project is further consistent with Housing Element goals, HE1.5, HE2.1, HE2.2 and HE2.6 in that the proposed dormitory expansion would promote a balance of housing types within St. Helena and serve as an reasonable solution to provide housing to an expanding student body when the availability and affordability of traditional housing options (single family homes, apartments, etc.) is seriously limited. The expansion of student housing on the site would not constitute a significant departure from the existing visual environment in that the site is already developed with student housing and substantially covered in hardscape. The proposed design, site configuration, and level of landscaping make an effort to balance functionality with aesthetic concerns and therefore appear generally consistent with GP Goal 4.3.4. Acknowledging the above, staff finds that the subject project is found to be consistent with applicable General Plan policies and objectives, and would not conflict with or otherwise obstruct the attainment of any General Plan goals, policies, or objectives.

ZONING
Consistent with the Agricultural Land Use Designation, the site exhibits a zoning designation of PQP:Public; Quasi-Public. It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses such as churches and cemeteries. Due to the wide variety of possible public and quasi-public uses and legal relationships involved it is not possible to fully implement a traditional list of uses with fixed development standards. As such, all uses within the PQP Zoning District are subject to a use permit approval with the determination of appropriate development standards (e.g. setbacks, height, etc.,) being deferred to the Planning Commission.

Parking
For parking requirements, the Public and Quasi-Public Zoning standards defer to those standards outlined in Chapter 17.124. Historically, the City has applied the parking

standards for “rooming, boarding or lodging house” to the subject site. The code section stipulates that “rooming, boarding or lodging houses” shall provide two (2) spaces for the resident owner plus one (1) space for each guest room, meaning that the project should include a total of 175 parking spaces to accommodate the 173 rooms, plus two spaces for on-site manager(s). Note that the applicant’s narrative and the IS/MND had interpreted this provision to relate to number of beds (not rooms) which was incorrect; this has been corrected in the final IS/MND and as denoted in Section 3 of the Response to Comments. At present, the applicant proposes a total of 72 parking spaces (69 designated spaces and 3 spaces for on-demand rental cars). Given that the parking demand has historically only necessitated spaces for 31 percent of students (based on the experience of the CIA in operating the existing dormitory), the applicant is proposing to include parking commensurate with that historical demand. As the proposed parking deviates from that explicitly authorized for “rooming, boarding, or lodging houses”, the applicant is requesting a variance, described in more detailed on page 21.

In addition, Municipal Code Section 17.124.030(H) provides for “unlisted uses,” and authorizes the Planning Commission to determine the parking requirements for uses which are not specifically addressed by this Code section. It directs the Commission to consider the requirements outlined in Section 17.124.030 as a frame of reference when making a determination. Given that the dormitory use is unique in its operation and given that it will provide alternative forms of transportation, the Planning Commission may wish to make findings under Code Section 17.124.030(H), as a means to determine the appropriate level of parking.

The Municipal Code defines a “lodging house” as a building, or portion thereof, other than a hotel, motel, or bed and breakfast inn, providing room and board or rooming only for compensation. Most often, this is understood as a house having furnished rooms for rent to lodgers. However, unlike a lodging house, the Vineyard Lodge site provides housing *and* transportation for a very specific type of tenant and has much more control over the activities of said tenants. The dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, are such that the Vineyard Lodge Housing site operation would be distinctly different from that exhibited by a typical rooming/boarding or lodging house and therefore, the Commission may want to also rely on Code Section 17.124.030(H) to determine an appropriate level of parking for the Vineyard Lodge Dormitories and to account for the uniqueness of this particular use.

To determine minimum parking standards for unlisted used and under Municipal Code Section 17.124.030, the Planning Commission may use Section 17.124.030 as a general rule and guide, while also accounting for the particularities of the specific project.

Setback

While the PQP District does not prescribe specific setbacks, Pratt Avenue is subject to “special setback requirements” prescribed under Municipal Code Section 17.112.050. According to the Code, properties located along the northwesterly side of Pratt between the Southern Pacific railroad tracks to the Napa River and are subject to a 36’ setback. However, given site constraints, the applicant is proposing a setback of 20’.

Given the proposed deviation, the applicant is asking for a variance as detailed on page 18.

Other development characteristics not explicitly addressed in the Zoning Code

As detailed above, the Zoning Code does not specify minimum or maximums related to the following development components. Rather, it is at the discretion of the Planning Commission that the following development components be found appropriate for the design and function of the site. As such, the specifics below are provided for informational purposes and may be considered as part of the use permit process.

Height: 29'2" to 40'2"

Lot Coverage: 24,356 / 128,502 = 18.95% (inclusive of VL2)

Floor Area Ratio: 40.645/ 128,502 = 0.316 (inclusive of VL2)

Front Setback: 20 feet

Side Setback (Vineyard Rd): 13'

Rear Setback (RR): 54'

Based on the discretion afforded to the Planning Commission under the PQP District regulations, should the Planning Commission make the required findings and approve the project as proposed, the project would be found to comply with all applicable zoning requirements and development standards.

WATER NEUTRALITY

In August 2015 and pursuant to Ordinance 2015-5 the City of St. Helena established mandatory water efficiency measures for new construction, and adopted water demand offset requirements enumerated in Chapter 13.12.050 of the Municipal Code. Amongst these provisions is the requirement that any "new development" (i.e. construction that would introduce any freestanding building that contains water-using fixtures, any floor area additions to existing nonresidential structures, or any residential additions or remodeling that increases the number of independent living units) offset new demand by an amount of water equal to the new demand placed on the city water system using the methodology defined in Code section 13.12.050. The offset must be clearly demonstrated to the satisfaction of the Director of Public Works.

The CIA Campus currently operates under two separate water agreements with the City. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge Housing site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year.

Under the CIA Campus Master Plan, the applicant proposes to rescind the two separate Agreements and adopt a new Joint Water Use Agreement which would redistribute the gross water allotment across the two sites to reflect the reduction in water use at the Greystone site and accommodate the anticipated increase in water use at the Vineyard Lodge site, while maintaining the existing gross water allotment of 23.1 AF per year. The ability of the project to remain within the current gross allotment

of 23.1 AF per year is made possible through the installation of new more efficient fixtures at the two project sites.

A condition of approval will require that the applicant enter into a new water use agreement with the City which will impose adequate enforcement methods that are trackable and sufficiently enforceable so as to ensure that the authorized allotment is not exceeded. Under the proposed Joint Water Use Agreement required per condition of approval the project will not generate a net increase in water use relative to what was originally approved. As such, the project has been found to comply with the City's water neutrality policy.

DEMOLITION PERMIT

Zoning Ordinance Section 17.164.050(E) implements the policy direction provided in the General Plan. As provided in this section, 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. Staff analysis is shown in italic text.

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.

   The applicant is requesting a permit to demolish the former Marlinda Convalescent Home and what is today known as "Vineyard Lodge 1". The building was constructed c.1960. Following review of available records, consultants, Architectural Resources Group, determined that the subject building proposed for demolition does not meet the Criteria for listing on the California Register of Historic Resources (CRHR) given that it does not exhibit architectural significance, is not associated with any significant themes or persons and is not expected to yield any information important to expand our understanding of history or prehistory. Staff concurs with this determination.

2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

   As a 1960s era convalescent home located in an otherwise agriculture and residential area, the building was not found to be particularly cohesive with the existing environment. Given this, it's demolition is not expected to adversely impact the essential character of the neighborhood. Accordingly, Staff finds that the demolition of the proposed building will not negatively impact a historic resource or existing visual environment.

DESIGN REVIEW

The purpose of design review is to, amongst 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. To approve design review, the Commission must find that the project is consistent with the design criteria prescribed by Section

17.164.030 and exhibits a quality of design that is compatible with adjacent development, features a siting, scale, massing and architectural style that is generally consistent with the predominant development patterns and that does not otherwise detract or negatively affect the established character of the surrounding neighborhood.

Project activities at the Vineyard Lodge Housing Site include demolition of the existing Vineyard Lodge I and construction of three new dormitories ranging in size from 11,380sf to 17,885sf, for total new construction of 40,645 sf. The dormitories will exhibit a maximum height of 40'2" and are stepped to reduce the visual prominence. Through the introduction of screening and strategic design elements, the design of the three new buildings endeavors to reduce visual impacts and promote compatibility with surrounding properties.

As detailed above, under "Project Background", the following comments were communicated at the neighborhood meeting held in April 2016:

- Reduce massing,
- Increase setback along Pratt to retain vegetative screening,
- Reduce square footage,
- Use design to shield/attenuate noise, and
- Make new construction more cohesive with existing VL 2

In response, the applicant implemented the following changes:

- Increased setback along Pratt Avenue from 5 to 20 feet,
- Confined three story portions of buildings to rear of the development
- Reduced square footage by 1,965 square feet,
- Introduced central courtyard such that surrounding construction will attenuate noise generated by student gatherings, and
- Better incorporated Vineyard Lodge II by introducing a courtyard, removing parking from the area between the existing and proposed construction, and introducing porches to the side of Building A

To further ensure that visual impacts of the proposed project are kept to a minimum, the applicant prepared a Visual Impact Assessment based on the Bureau of Land Management (BLM) methodology which attributes numerical ratings to the existing conditions and project build out conditions. These numerical ratings are tied to the presence of seven key landscape components that include landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Projects that create a high level of contrast to the existing visual character of a project setting are more likely to generate adverse visual impacts due to the inherent visual compatibility. Conversely, projects that create a low level of contrast to the existing visual character are less likely to generate adverse visual impacts due to inherent visual compatibility. It is worth noting that this BLM methodology is the most technical visual impact assessment familiar to staff.

The Visual Impact Assessment (**Appendix U of the IS/MND**) found that with the natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of proposed new trees, the impact to the existing visual environment and character of this stretch of Pratt Avenue would not be adversely effected. Accordingly, Staff finds that the project is able to meet the Design Criteria parameters, as detailed below.

Design Criteria

1. Consistency and compatibility with applicable elements of the general plan;

   As stated above, the subject project is consistent with General Plan policies 4.3.4, 2.6.2, 2.6.4, 2.6.5 and HE 1.5,2.112.2, and 2.6 in that the project would consist of infill on an already developed site, would occur in a logical and orderly manner proximate to urban services, and would be of a size and design that is consistent with existing site development. Further, the site would not encroach into or otherwise hinder agricultural activities in the vicinity of the subject site. As a previously developed site within approximately one mile of the Greystone Campus, the project location at 830 Pratt is well suited to accommodate student housing at a higher density and provide a creative solution to the need for affordable student housing. As such, the project is determined to exhibit overall consistency with the intent of the General Plan and Housing Element.

2. Compatibility of design with the immediate environment of the site;

   The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Adjacent development includes the Beringer Winery warehouse building and wastewater treatment facilities. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west) building and facilities.

   The subject site is currently developed with two dormitory buildings ranging from one to two stories in height. The one-story building will be demolished and the two story building is to be retained. The expansion of the Vineyard Lodge House is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings or otherwise make the site incompatible with the surroundings. The new construction would be clustered on the site and exhibit defined boundaries and generous vegetative screening. As such, compatibility of the site with its surroundings is found to be maintained.

3. Relationship of the design to the site;

   As stated above, the site configuration will include a series of four buildings (3 new) clustered around a central courtyard and traversed by a one-way access road. Those buildings with frontage on Pratt Avenue will feature a stepped design and a minimum setback of 20 feet from Pratt Avenue so as to limit visual prominence and provide continuity with other properties proximate to the site, which are developed with similar setbacks. Therefore, given the site constraints,

the relationship of the design to the site appears to strike an appropriate balance between function and aesthetics.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   The segments of Pratt Avenue proximate to the subject site do not exhibit a unified or historical character. The surrounding area features residential uses, industrial/agricultural production uses, and vineyards. The proposed design is generally consistent with Vineyard Lodge II and the existing character of the site and would not depart significantly from that existing character. The project is therefore not expected to impact an area having a unified or historical character.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   The subject buildings with frontage on Pratt Avenue will be stepped in height such that the buildings along Pratt will be two stories in front (with max height of 29'2") with taller (3-story) portions confined to the rear of the site (max height of 40'2"). Similarly, the buildings will feature a minimum 20' setback from the Pratt Avenue Property line (50' from Pratt Centerline) in an effort to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby. Further, this site serves as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue.

6. Compatibility with future construction both on and off the site;

   The project design is contemporary in style, but with traditional detailing. The buildings feature a neutral color palette. The proposed design would not introduce an element that was so unique or exceptional as to make it incompatible with future development on and/or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed buildings will be contemporary in style, but feature some craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated foundation. Exterior walls would be clad in a combination of painted clapboard siding and stained red cedar siding and punctuated with clad windows. The buildings would feature articulated roof-lines with asphalt shingles. The proposed color palette includes neutral hues like brown, natural wood, and moss green. The proposed color and materials reflect traditional materials and colors that would help the buildings to more readily blend in with their surroundings. The architectural design, material, and colors are responsive to the needs of the site and appropriate to the function of the project and generally compatible with adjacent buildings and uses.

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;

The proposed site configuration would feature three buildings clustered around a central courtyard. The site would be traversed by a one-way access road with parking clustered around the outer portions of the site, screened with significant amounts of vegetation. As such, the site configuration is expected to provide for a desirable environment that is both functional and aesthetically pleasing to residents 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;

   The project proposes a generous level of landscaping and will retain a number of trees at the property frontage to promote screening. The level of landscaping will soften the look of the new buildings and appears to be appropriate for the use and to promote continuity with surrounding properties.

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;

    The project will include interior students commons and dining area as well as an outdoor courtyard and amenity area. In addition, the project will provide alternative forms of transportation to serve the student population and facilitate ease of travel between the subject site and Greystone Campus as well as other destinations. Given the on-site amenities and provision of alternative transportation, the project is expected to provide sufficient ancillary functions to support the functionality of the student dormitory use and which are of a design that is consistent with the overall aesthetic.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    Primary automotive access will from Pratt Avenue and Vineyard Road, both of which were found to provide adequate circulation and access to the project site and have been conditioned to be improved to address project specific impacts. Onsite circulation and access is provided via one-way access road off of Vineyard Road and exiting at Pratt Avenue. This access road is expected to provide convenient vehicular site access. In addition, the project will be subject to Mitigation Measure Trans-2, which amongst other things, requires that the applicant introduce a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 thereby promoting more safe and convenient connectivity for bicyclists. Accordingly, the project is expected to promote safe and convenient access for all types of transportation.

12. Whether natural features are appropriately preserved and integrated with the project;

    As a previously developed site, the Vineyard Lodge Housing site does not contain any significant natural features with the exception of some Coast Live Oak Trees. To accommodate the proposed buildings, the project will remove two (2) Coast Live Oaks, which pursuant to Mitigation Measure BIO-1, shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every one tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if

site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. As such, the project will integrate natural features to the extent possible and where that is not possible, will mitigate accordingly.

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;

    Please refer to response No. 7.

14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

    Please refer to response No. 4

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;

    The proposed landscape plan will feature a variety of trees, shrubs, and sod. The majority of existing Camphor trees at property frontage will be maintained. The landscape plan will feature 21 plant types which will be distributed throughout the site and promote continuity and unity throughout the site as well as soften the look of paved parking areas around the periphery of the site and provide shade.

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;

    With the exception of the sod, all proposed plant materials are considered "low" water use plantings and are expected to be adaptable to the St. Helena climate. Further, all plantings on site are required to comply with the City of St Helena Municipal Water Efficient Landscape Ordinance, which regulates landscaping water use.

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

    As detailed herein, the project will use efficient fixtures and comply with Title 24 building standards. In addition, most landscaping will be comprised of low water use planting and will comply with the City of St Helena Municipal Water Efficient Landscape Ordinance.. Further, the project will limit parking so as to avoid inducing vehicular travel demands and Green House Gas production by promoting use of alternative transportation and ride sharing. As such, the project will promote sustainable practices and climate protection.

USE PERMIT

The purpose of a use permit is to allow the proper integration in the city of essential or desirable uses which may be suitable only in certain locations or zoning districts, or to ensure that such uses are designed or arranged on the site in a particular manner. In its

review of applications for use permits, the planning commission shall evaluate each proposed use in order to consider its impact on the city. No use permit shall be granted unless all of the following general findings can be made (Zoning Code Section 17.168 040).

It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses. Due to the wide variety of possible public and quasi-public uses and legal relationships involved it is not possible to fully implement a traditional list of uses with fixed development standards. As such, all uses within the PQP Zoning District are subject to a use permit approval with the determination of appropriate development standards (e.g. setbacks, height, etc.,) being deferred to the Planning Commission.

The Vineyard Lodge dormitories are appurtenant to the CIA at Greystone and provide affordable and convenient lodging for students enrolled in a culinary program. At present the Vineyard Lodge Housing Site supports a total of 101 residents. Under the project, the facility would be expanded to accommodate a total of 224 residents, equating to a net increase of 123 on-site residents. The operation of the site would not substantially change, but the intensity would increase.

As conditioned, it is expected that the project would continue to operate in an acceptable manner and consistent with the findings enumerated below. Accordingly, staff finds that the project would comply with the Use Permit provisions, as detailed below.

Findings to approve a Use Permit

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   The site operation is expected to be substantially similar to that currently existing. There is no expectation that the expansion of the student housing would generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

   At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environment present on-site and

in the vicinity. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

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

   As detailed in the Noise Impact Study (Appendix L of the IS/MND), the project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The Project will not result in substantial adverse impacts associated with any public facilities or services. The project site is located adjacent to the urban limit line and is well served by existing public utilities and services. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. The project site is also located proximate to the police and fire stations. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, the project will not place excessive demands on any public services.

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

   The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore, ingress and egress is considered adequate.

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

   The proposed student housing is appurtenant to the Culinary Institute of America Greystone Campus. The housing would not displace local serving uses nor impair the City's viability of maintaining a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and would be conditioned accordingly. Given that the proposed use serves an infill and expansion of an existing use there is no expectation that the proposed project would introduce an element that would conflict with the intent of the PQP zoning designation.

8. That the proposed use would not be in conflict with the City's General Plan.
   As detailed, herein the project would comply with applicable General Plan policies.

9. That the proposed use would not be injurious to public health, safety, or welfare.
   The proposed project consists of infill student housing that would operate in a manner substantially similar to the existing Vineyard Lodge Housing. As such, the project would not be injurious to health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    Use permits are considered on a case by case basis and based on the specific merits of a given project. Accordingly, the granting of this use permit would not influence future decisions or otherwise set a precedent.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    The applicant proposes to provide a level of parking commensurate with the demand exhibited by the current residents of Vineyard Lodge Housing Site. At present, 31 percent of residents hold parking permits. It is reasonably expected that this level of demand would continue with implementation of the proposed project which would translate to 69 designated spaces for the total proposed resident population of 224 students. .

    There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue or not issue parking permits, (2) the project will be subject to a condition

of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. As such, the project is expected to be able to accommodate long term parking needs for residents of the site.

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

    As detailed in the Traffic Impact Report (Appendix Q of the IS/MND),The project's trip generation is minimal (approximately 4 trips during am and pm peak hours) and therefore the capacity of streets is presumed to be adequate.

VARIANCE

The applicant has applied for two separate variances for (1) a reduced setback along Pratt Avenue and (2) a reduction in parking and discussed, below.

1. **Reduced setback along Pratt Avenue.**
   Under Municipal Code Section 17.112.050, properties located along the northwesterly side of Pratt Avenue and in between the Railroad tracks and the Napa River are subject to a special 36' setback.

   The applicant asserts that given that the property was required to dedicate a 20' strip of land at property frontage such that the property line intrudes 10', if not 20' further into the parcel relative to neighboring parcels and therefore a 36" setback as measured from the property line would be excessive. The Applicant purports that if neighboring properties were subject to the 20' ROW dedication, they would only exhibit an approximately 5 to 20' setback and could not reasonably meet the 36' special setback. As such, holding the Applicant to this standard prevents the Applicant from enjoying property rights possessed by other properties in the same District.

   As detailed in the variance request (**Attachment 4**), Vineyard Lodge 1 is currently located seven (7) feet from the property line and substantially within the 36' special setback. Accordingly, in order to not introduce a greater non-conformity, the applicant is proposing to site the new construction such that it features a 20' setback from the property line which would effectively be a 36' setback from the Pratt Avenue ROW. The applicant offers that this would provide a 36" buffer along Pratt Avenue and therefore may meet the intent of the special setback. Last, the Applicant asserts that the level of landscaping and vegetative screening provided would further reduce any impact generated by the new construction and therefore, the project would not negatively affect the immediate environment or otherwise be detrimental to the public health, safety or welfare of

the community. Variance Criteria and a discussion of how the project meets each criterion are detailed, below.

To approve the setback variance, the Planning Commission must find that:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

The currently configured parcel was created in 1971 subject to dedication of a 20 foot strip of land along the northwesterly side of Pratt Avenue, creating a 60 foot right of way. As demonstrated in the applicant's setback variance request, neighboring properties were either (1) not required to dedicate land, or (2) were required to dedicate only a 10 foot strip of land. In addition, the property has a unique triangle shape with its widest and most developable portion immediately adjoining the property line subject to the special Pratt Avenue setback requirement. Literal enforcement of the 36 foot setback requirement from the property line—which encroaches 10-20 feet more into the property than does the property line at neighboring properties—would create a hardship peculiar to the property.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

Granting a variance would not constitute a special privilege for the property relative to neighboring properties. Six neighboring homes on the northwesterly side of Pratt Avenue are situated within the special 36 foot setback, none of which were required to dedicate a 20 foot strip of land like that of the subject property. The proposed development plan will exhibit a greater setback than what currently exists for the Vineyard Lodge 1 building (proposed for demolition). In light of the above, it is found that granting a setback variance is necessary for the preservation and enjoyment of the applicant's substantial property rights that are possessed by nearby properties that are developed in similar proximity to the northwestern boundary of Pratt Avenue.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest, as the new developed portion of the property will be located further from Pratt Avenue than the existing Vineyard Lodge I, proposed for demolition. In addition,

large mature trees along a substantial portion of the site frontage and along its other borders will screen the views of the new dormitory development. Recognizing the unique nature of the property and granting a Variance does not impair the purpose and intent of the Code's Variance chapter.

The chapter's stated purpose is, in part, to allow for deviation from a strict application of the Code in the event that a property exhibits an unusual shape or other exceptional characteristic, and as a result would be subjected to practical difficulties or undue hardship in their development. Authorization of the Variance is consistent with St. Helena's longstanding efforts to manage growth by encouraging further development of already developed parcels, rather than removal of vineyards within City limits, and would not adversely affect the General Plan. The project's 123-bed expansion to serve a projected enrollment expansion of 100 students will allow students who currently compete for housing with members of the St. Helena workforce to move into student dormitories; freeing up that housing would benefit St. Helena families and employees.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

The property has a unique shape and was required to dedicate a larger strip of land relative to other nearby properties subject to the 36 foot special setback. Accordingly, the property's condition is not so general or recurrent in nature to make formulation of a general regulation addressing the issue reasonably practicable.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site, and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

2. **Reduced number of parking spaces at the Vineyard Lodge Housing Site.**

As detailed above under the Zoning Discussion, the Public and Quasi-Public development standards defer to Chapter 17.124 regarding parking spaces. Given that, of all the uses referenced in this code section, the dormitory use is most akin to “rooming, boarding or lodging house”, those requirements have historically been applied to this site.

The code section stipulates that “rooming, boarding or lodging houses” shall provide two (2) spaces for the resident owner plus one (1) space for each guest room, meaning that the project should include a total of 175 parking spaces. At present, the applicant proposes a total of 72 parking spaces (69 designated spaces and 3 spaces for on-demand rental cars). Given that the parking demand has historically only necessitated spaces for 31 percent of students, the applicant is proposing to include parking commensurate with that historical demand.

With the operation of the shuttle service, rental cars, and the provision of at least five on-demand bikes as required pursuant to mitigation imposed on the project, it is expected that the demand for vehicles would be off set to such an extent that 69 designated parking spaces would be sufficient. Findings needed to approve a parking variance and accompanying justification for each is detailed below.

To approve a parking variance, the Planning Commission must find that:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

Imposition of the Code's parking requirement for a "rooming, boarding, or lodging house" or "hotel" in the student dormitory context would create a hardship peculiar to the property. Rooming, boarding, or lodging houses traditionally serve individuals unaffiliated with a college or university, who in a community such as St. Helena likely would require use of an automobile for daily activities. Similarly, hotels in St. Helena traditionally serve visitors exploring the region's amenities by private automobile. Requiring one parking space for each guestroom in those contexts is justifiable given the expected patterns of vehicle use, and the potential that failure to provide ample parking spaces could negatively affect neighboring properties. The Culinary Institute of America's students, on the other hand, are offered shuttle service for their daily trips to and from the Greystone Campus, do not require a car for the vast majority of their daily school-related activities, and are offered on-demand car rental for personal trips as well as access to free bicycles on site. Imposition of a one space per dormitory room requirement would create a hardship by dramatically changing the project as proposed and would require elimination of an open quad gathering area

and potential reduction in number of student beds in favor of a hardscape parking lot.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

The Variance would not constitute a special privilege for the property relative to neighboring properties, none of which are developed with student dormitories that require limited on-site parking. Given the unique and limited travel patterns of student residents of the dormitory, with the Variance both the property and neighboring properties will be subject to minimum parking requirements tailored to actual expected travel patterns and parking space demand, and neither the property nor neighboring properties will be required to provide unnecessary parking spaces reducing enjoyment of substantial property rights.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest. The Culinary Institute of America will provide shuttle and on-demand car rental service, will impose a highly restrictive permit system both at the property and the Greystone Campus discouraging students without assigned parking from bringing cars to St. Helena, will provide free bicycles for use by students, and is amenable to restrictions on parking in the surrounding area to benefit nearby residents by discouraging student parking off the property. The Variance serves the public interest by effectively removing vehicles from City streets, particularly St. Helena Highway, encouraging environmentally-friendly and efficient transportation to and from the Greystone Campus. The parking Variance does not impair the purpose and intent of the Code's Variance chapter. The chapter's stated purpose is, in part, to allow variation from strict application of the Code where extraordinary situations or conditions mean that literal enforcement would involve practical difficulties or would cause undue hardship. Here, requiring unnecessary parking spaces would work against the public interest and cause undue hardship to the property and the school. Authorization of the Variance is consistent with City and regional policies encouraging use of alternate modes of travel, both to reduce harm to the environment and to take traffic off local roads, and would not adversely affect the General Plan. These policies and goals are consistent with the project's shuttle service and free bicycle program that reduce the need for parking and provides further support for the parking Variance.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

Formulation of a general regulation is not reasonably practicable given the lack of other student dormitories in the City, the targeted transportation options provided to the Culinary Institute of America's students, and consistency with parking reduction practices at other California campuses as discussed in the Crane Transportation Memo that justify the Variance.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site, and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

GROWTH MANAGEMENT

The City of St. Helena has a Residential Growth Management System (GMS) that limits the number of residential building permits that can be issued each year for new residential units (Municipal Code Chapter 17.152). The stated purpose of the GMS is to regulate the residential growth of the City to approximately 2% per year, while providing for both market rate and affordable housing. Generally, permits are regulated for market rate housing and not for exempt categories of development including all non-residential development (including hotels), replacement or relocated housing, additions, guest cottages, second units and affordable housing.

The category of “dormitories” is not explicitly referenced in the GMS and given that the dormitory use is not a residential development with units available to the open market and the proposed rooms are only available to students attending the CIA culinary program, it is determined that the GMS does not apply to the proposed project. Further, the dormitories serve as temporary student housing and would not be expected to induce growth of permanent residents.

CEQA

In accordance with Article 6 and Appendix G of the California Environmental Quality Act (CEQA) Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project and included as **Attachment 7** of the CIA at Greystone packet. The document contains a description of the proposed project, an analysis of potential environmental impacts resulting from the proposed project, as well as mitigation measures intended to reduce potentially significant impacts to less-than-significant levels.

The IS/MND found that although the proposed project would generate potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, land use, noise, and transportation, through the introduction of mitigation measures agreed upon by the project applicant, all potentially significant impacts would be reduced to less than significant levels.

The Draft IS/MND was circulated for a 40-day public review period from December 9, 2016 to January 23, 2017. Twelve (12) comment letters were received during the public comment period which communicated concerns related to wastewater generation, water availability, traffic, aesthetics, and safety. A formal response to comments was prepared and is included as **Attachment 8** of the CIA at Greystone packet.

The Response to Comments addresses concerns raised on environmental issues and provide clarification and revision to the IS/MND, as appropriate. Included in Section 3 of the Response to Comments are changes made to the IS/MND. Modifications are denoted using ~~strikethrough~~ for deletions and underline for insertions. Modifications to the IS/MND are intended to provide clarification, expand discussion, and enhance understanding of the analysis, site conditions, and potential impacts of the project. No modifications to the IS/MND were so substantial as to warrant recirculation pursuant to CEQA Guidelines Section 15088.5

PUBLIC COMMENT/ ISSUES

Issues raised include those topics enumerated above. As mentioned, all issues raised during the public comment period have been responded to in a formal response to comments, included as Attachment 8 of the Greystone Packet. Items of particular concern include the project's proposed reduction in parking and the appropriateness of dense student housing at the subject site. These and other issues raised are discussed in detail as part of the Response to Comments, Attachment 8 of the Greystone Packet.

Parking

The sufficiency of parking is of great concern to those who live proximate to the subject site and this issue was raised repeatedly in comments received.

As detailed in the Traffic Impact Report and described herein, the applicant has requested to provide parking for 31 percent of students which would be consistent with the historical demand shown by the dormitory residents. The applicant has indicated that the school's ability to restrict parking permits, together with the

established shuttle program, provision of on-demand rental cars and on-demand bicycles (as required pursuant to mitigation imposed on the project), there would not be a widespread need for personal vehicles and parking spaces and therefore it is fully expected that parking commensurate with the historical demand (31%) would be appropriate.

To further support a reduction in parking, the applicant provided a memorandum from their traffic engineer **(Attachment 6)** providing more in depth information related to parking supply and parking management policies for similar operations. The memorandum reviewed The Institute of Traffic Engineers (ITE) parking generation rates for University and College land uses as well as a number of representative case studies.

The ITE data found that the average parking supply ratio for suburban sites equated to 0.4 spaces per total population and for urban sites was 0.3 spaces. In reviewing parking policies for other representative California Campuses it was found that (1) parking supply is an issue for all campuses examined, (2) most campuses impose highly restrictive permitting policies, and (3) most campuses provided some form of alternative transportation. In light of the above, it can be concluded that the applicant's request to provide parking at a ratio of approximately 0.31 spaces is not unusual for other like uses (albeit more urban ones) and the provision of strict permitting requirements and alternative means of transport are a widely accepted and effective means to managing student parking. As such, there is strong evidence to indicate that providing parking for 31 percent of student residents may in fact be sufficient for this particular use.

Appropriateness of the Dormitory use.
Implicit in the public comments received is a concern that the public quasi-public (dormitory) use is not appropriate for the subject site. It should perhaps be clarified that in 2008 and per resolution 2008-5, the site was re-zoned from A-20 Twenty Acre Agriculture to PQP: Public Quasi Public based on the following reasons enumerated in the resolution:

1. The existing urban/developed condition of the parcel would make conversion to agriculture difficult.
2. The small size of the parcel (2.61 acres) makes it improbable that the land can be converted to an economically viable agricultural parcel.
3. The parcel has been in urban use for the last 40 years.
4. The parcel has not been farmed or agriculturally productive for the last 40 years.
5. The parcel is already served by City services (water & sewer).
6. Rezoning the parcel to PQP keeps the existing A-20 zoning ordinance language intact, does not introduce new uses to agricultural parcels, thereby lessening the possibility that other agricultural land will be used for non-agricultural purposes.

The property no longer exhibits an agricultural zoning designation, but rather it exhibits a PQP zoning Designation. Therefore, the subject project was considered in relation to the current designation of PQP and whether it complies with the intent of the PQP zoning District.

STAFF RECOMMENDATION

The Planning and Community Improvement Department recommends that the Planning Commission:

1. Adopt the Mitigated Negative Declaration and Mitigation and Monitoring Program for the project; and

2. Adopt a resolution approving a Demolition Permit, Design Review, a Use Permit, and Variance(s) for the Vineyard Lodge Housing component of the Campus Master Plan.

ATTACHMENTS

1.Resolution + Conditions
2.Legislative History
3.APN Map
4.Aerial View
5.Project Narrative(s) + Variance Request
6.Crane Transportation Memo, Feb 8, 2017
7.Project Plans

From: Tom Thurmond
To: Lilly Bianco
Cc: Mary Ann; Laura; Linda
Subject: CIA Dorm Expansion
Date: Friday, December 23, 2016 10:15:12 AM

Lilly:

I own the vineyard and residential property at 675 Pratt Ave. I have significant concern about the effect of the CIA dorm expansion and other development on the properties along Pratt.

Pratt Avenue already has become very dangerous to drivers, bicyclists, and pedestrians. The road surface is in poor condition, which increases the liklihood of accidents leading to death or injury. Resurfacing the small portion from the CIA dorms to Main St. will not resolve that problem. The City needs to require a larger contribution from the CIA toward repaving ALL of Pratt Avenue.

There is a major problem with speeding along Pratt. Cars and trucks hurtle along day and night at speeds well over the limit, endangering other drivers, walkers, and bikers. The CIA expansion is bound to exacerbate this problem.

It is now often nearly impossible to make a left turn from Pratt onto Main due to the heavy traffic on Main. The CIA expansion will further add to this problem.

When you include the new Las Alcobas hotel on the west side of the intersection and the potential increase in traffic associated with Beringer's planned changes at their Pratt Avenue winery, it makes the situation even more dire.

I realize that the Pratt/Main intersection is under State control. Nevertheless, the City should proactively be taking measures to mitigate the problem.

With the current fiscal problems facing the City, it is incumbent on staff to require the maximum contribution from the CIA to help alleviate the problems they are making worse.

Tom Thurmond
707-448-6976

From:	tmbelt@comcast.net
To:	Lilly Bianco
Cc:	Ellsworth, Geoff; Galbraith, Alan; Mary Koberstein; Paul Dohring; Peter White
Subject:	City Invites Public Comment on CIA Expansion, Dorm Plans
Date:	Friday, December 23, 2016 5:21:32 PM

Dear Ms. Bianco,

The big bucks behind the CIA needs to pay for the increase in size of the waste water line that will be needed to handle the CIA's new dormitories and increased burden of affluent. The current waste water line is already at capacity that services the Crinella housing tract. Adding another 9,520 gallons a day will over burden the line. It's about time our city management makes these big developers pay for the costs of necessary up grades to our utility infrastructures rather than keep passing them on to the current water and waste water customers. All we hear about lately is how inadequate our waste water facility is and how poorly our city's reputation is with the State Water Board. And now the CIA wants to add to this problem. They need to pay!

Also, the article in the Star leads the reader to believe the CIA wants to reallocate its current water use by changing its agreements with the city. If I read the article correctly, it looks like the CIA wants to use more ground water to make up for the demand at the dormitories. Does anyone meter the ground water currently being taken by the CIA? St. Helena has a moratorium on drilling new wells in the residential area of St. Helena, yet the city is okay with allowing the CIA to pump even more water from the ground. Come on St. Helena City Management, get your act together and make these businesses pay for the adverse impacts these developers and developments place on the residents who live here!

Tom Belt
1520 Hillview Place
St. Helena

Public Comment 3

From: Celia Lenson
To: Lilly Bianco
Subject: CIA Expansion
Date: Monday, December 26, 2016 7:34:58 PM

Good afternoon:

Thank you for posting the article in the Napa Valley Register regarding the expansions of the CIA dorms. My husband and I own house
at 925 Pratt Avenue, St. Helena. The only concerns that I have are the following:

1. CIA Landscaping: Since the structure will double in size, I hope the City will consider that the dorms have beautiful landscaping to mitigate the
size of the building. Such as Trees and California Native plants.

2. CIA Parking: The City has not enforced parking restrictions on CIA. Sometimes, all of Pratt street looks like a sea of cars. This is a displeased to the Community. No one likes looking at a parking
lot considering the cost of the homes on Pratt Street.

3. Bike Lanes: The bikes lanes are a great idea. I hope the City restricts Pratt parking to the residents on Pratt street because CIA abuses the parking on Pratt. Many residents have complained

If all the issues are addressed, I welcome the dorms.

Celia Lenson, Owner
of 925 Pratte Avenue, St. Helena, CA

Mailing Address
1114 Clark Street
Napa, CA 94559

Public Comment 4

From: Tittel/Caloyannidis
To: Lilly Bianco
Subject: CIA DORM EXPANSION
Date: Tuesday, December 27, 2016 3:30:48 PM

Dear Ms. Bianco,
I read in the St. Helena Star that questions regarding the CIA student dorm expansion may be directed to you.
Is there a definition to the application as to who qualifies as a student. I have to assume that whatever that definition is, any other tenants such as staff, instructors etc would be excluded and that there is associated language to that effect.
I would appreciate your response.
Thank you
George Caloyannidis

Public Comment 5

From: Noah Housh
To: Lilly Bianco
Subject: FW: CIA Dorm Project Meeting- Follow up
Date: Tuesday, January 17, 2017 11:10:34 AM

FYI

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

From: Donna Hinds [mailto:donna@donnahinds.com]
Sent: Monday, January 16, 2017 11:19 AM
To: Noah Housh
Cc: Brian Russell
Subject: CIA Dorm Project Meeting- Follow up

Noah,

Thank you for meeting with Brian Russell and me on Wednesday, January 11th. We appreciate your willingness to hear our concerns related to the CIA Dorm expansion project on Pratt Ave and evaluate them further. In summary, the following are the concerns we discussed:

* Inadequacies of traffic study;
* Inadequacies of noise study;
* Concerns related to parking variance;
* Concerns related to Visual impact;
* Concerns related to increased population;
* Concerns related to increased impacts on sewer/water;
* The lack of evaluation of alternative housing sites that would have less impacts on traffic, noise, visual, parking, etc.;
* The requested set back variance in contradiction with the general plan;
* The lack of rights to the vineyard road that is crucial to the project;
* The need for an Environmental Impact Report due to the significant size and potential impacts of the project.

What are the next steps? Will you be responding to these concerns? If so, when can we expect a response?

Best,

Donna Hinds
707-799-4844

Public Comment 6

From: Tom Rinaldi
To: Lilly Bianco
Subject: CIA Dorm Expansion
Date: Wednesday, January 11, 2017 11:12:17 AM

Dear Ms. Bianco:

Please do what you can to stop the CIA dorm expansion on Pratt Ave.

We have lived on Pratt Ave for more than 35 years, and have seen remarkable changes-many for the worse for small town living. With the remarkable expansion of Beringer, the new (UGLY) hotel at Grandview with a forgettable name on Hwy. 29, the railroad activity to Charles Krug, the waste water aromas of the ponds, the noise of the large neighborhood wineries, increased traffic, faster and faster cars coming through, the erosion of the quality of the road surface to below 3rd world countries; we have seen our neighborhood heading to hell.

The ridiculous expansion of the dorm on Pratt Ave. will be a real nail in the crucifix. These students are people from all over the country who drive out here, do not help our local populace, waste water like tourists, leave as soon as they can, and add **no value** to this town.

Finally, it appears the CIA is slowing or shutting down the Greystone Bldg. in preference for Copia, Napa. Are they going to shuttle them to Napa?

Leave the CIA dorm as it is, Please. If not, name it The West Coast Trump Tower!

Very respectfully yours,
Tom Rinaldi
707-963-3808

From:	Noah Housh
To:	Lilly Bianco
Subject:	FW: CIA Pratt Avenue Project
Date:	Tuesday, January 17, 2017 12:43:02 PM
Importance:	High
Sensitivity:	Confidential

FYI

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

From: Dianna Varozza [mailto:varozza@sbcglobal.net]
Sent: Tuesday, January 17, 2017 12:40 PM
To: Noah Housh; Jennifer Phillips; Sarah Parker; Mary Koberstein; Alan Galbraith; Peter White; Paul Dohring; Geoff Ellsworth
Cc: Aaron Hecock; Bobbi Monnette; Tracy Sweeney; Grace Kistner
Subject: CIA Pratt Avenue Project
Importance: High
Sensitivity: Confidential

In regards to the Pratt Avenue project… It should be separate from the Greystone site paperwork. Trying to read through this is too difficult to determine what is going on at which site. They should be separate applications as they are different locations on different streets.

Is there going to be a stop light at Pratt and Main?

I definitely object to a three story building. Nothing else directly on the street is that tall and if you set precedence now pretty soon there will be three story apartment buildings and homes. This is a quiet street mostly agricultural and it is very dangerous during going work and home hours. Between Beringer employees racing to get to the trail and all of the construction workers parking on Pratt and Main it has been a nightmare trying to pull out of the driveway or onto Main. More people used to walk on Pratt but now they are afraid.

Where are all the construction workers going to park when they are working on this project? The garbage, pour parking jobs, construction trucks and deliveries have been chaos. The construction workers whip a u turn without looking and almost hit moving traffic. They block the view so pulling out onto main can be dangerous. They are trying to cross the street and almost get hit by cars. And now with Pratt closed why isn't there an officer there directing traffic. We can't' even pull out and go to the store.

It looks terrible having all those vehicles parked everywhere, delivery trucks, construction equipment. This all needs to be kept off Pratt Avenue.

All of the dust created by construction is damaging to vineyard. If we get even a small amount of dust blowing we will have to get our lawyers involved. What are you going to do to mitigate the

dust? I am just glad we weren't closer to the hotel construction. What a nightmare for the pour people on the corners.

I would like an answer as to what we can do to stop the three story building and regulate the construction site parking and deliveries to be off Pratt. I am mostly concerned about the construction dust which will damage vineyards nearby. We are directly on the other side of the Beringer strip. They must be concerned about dust on their new block of vineyard.

We live here and have guests at our winery and it needs to not look like a dump driving down Pratt Avenue.

Best regards,

Dianna Varozza
707-963-0534

Agenda Item #5.2.

Public Comment 8

Name:	Hello Lillian
Tel:	858-8888
Subject:	Fwd: Stop CIA Expansion On Pratt Ave Notice
Date:	Monday, January 09, 2017 7:28:00 PM

Hello Lilly:

Please is a complaint regarding the CIA doesn't to prevent to the Planning.

Begin forwarded message:

From: Pack <[illegible]>
Subject: **Fwd: Stop CIA Expansion On Pratt Ave Notice**
Date: January 9, 2017 at 7:26:11 PM PST
To: Cella Lemon <[illegible]>, Richard Lemon <[illegible]>
Cc: Stacey Pack <[illegible]>

Opinion ... I think it's appropriate to control and protect this for whatever it's worth.

Please consider :

We've lived a year with constant worker traffic and construction noise from building Lee Alcohan Resort, plus, all the cars constantly shutting CIA people and parked outside this house more than just a few times a year - we counted over 40 instances.

We had to call police because we had our girl from CIA DORMS enter our home at night and sleep partially on our couch - one our upstairs bathroom (a strange sleepwalking matter) which was hurrifying.

Plus there is water running down our street constantly - I would say 70% of time we've been here, including severely before rain- such that we put the trash cans out almost every week in middle of large pool of running water, soaking our shoes each time.

Not complaining - just stating that enough is enough and if you add this massive project and residential facility to Pratt Ave - it's too much for the wonderful people who are paying a huge amount of money to live here expecting peace and serenity.

I hope you agree.

So I would state also as someone who lives here and is trying to compose music quietly and would not like to experience heavy construction noise and traffic for next 2 years that we join the neighbors here to protect this.

But it's your property so let us know your thoughts.

This is merely our humble opinion.

Tks
D & S

Sent from my iPhone

Begin forwarded message:

From: Pack <[illegible]>
Date: January 9, 2017 at 7:04:55 PM PST
To: [illegible]
Cc: Stacey Pack <[illegible]>
Subject: **Stop CIA Expansion On Pratt Ave Notice**

Celia & Rich:

We found this in our mailbox after returning from a few days away. I took a photo of page 1 attached .

It's a 2 page notice. Would you like us to mail to you ?

Thanks

David & Stacey

From: Carol Norfleet
To: Lilly Bianco
Cc: Philip Norfleet; Noah Housh
Subject: Pratt Ave CIA Dormitory
Date: Wednesday, January 18, 2017 9:02:37 AM

Dear Ms. Bianco,

I am writing to oppose the expansion of the Greystone Vineyard Lodge facilities on 830 Pratt Ave. in St. Helena.

My understanding is that the proposed expansion will create 224 beds which is an increase of 123 students. My personal opinion is that the retirement home that was the original structure on the property should never have been changed to a dormitory for Culinary Institute students. I believe that if the CIA wants to have more students they should either construct a property on their Greystone campus on Highway 29 or build a new dormitory near the former Copia site in the city of Napa.

I believe the impact on Pratt Avenue and subsequent impact for the city of St. Helena all produce negative effects. Pratt Avenue is one of the poorest maintained streets in St. Helena. There are constant potholes in the road that are not properly repaired, the entire road needs repaving, there are no sidewalks, despite the fact that there is a CIA student bus that makes innumerable trips up and down the road there still are students regularly walking on the side of the road often in predawn and night hours creating a very dangerous situation. They are unable, generally, to walk on the traffic facing side of the street because at least six months of the year there is a stream of water running down the south side of the street that is emitted from a sump pump at the residence at 1055 Pratt Ave. I strongly feel that the city either needs to create a storm drain to properly capture that water or to eliminate the exception that must've been created for dumping this sump pump water into the street. I will also note that despite the fact that rains stop in the area in the late winter that particular residence is in essence creating an artesian well in the full basement that pumps water seasonally into June creating a marsh and mosquito habitat at the intersection of Pratt Avenue and the railroad tracks. It seems that every other street in St. Helena has proper gutter sidewalks and storm drains adjacent to residential homes except for this stretch of Pratt Avenue.

In examining the site plan for the new dormitory it's very clear that every single square foot of land is being used, packing on as much density as possible, exceeding height restrictions and visual sensibilities. There should not be a variance for building setback as proposed from 36 feet to 20 feet. Additionally the site plan has the exit from the plan coming directly into the intersection for the railroad tracks that are now being used for a wine train going up to Krug winery. A portion of the building is 40 feet high which is certainly not conducive to the rural nature of what this street is and clearly will affect other property owners in the area from a view

point of view.

Despite the fact that there is a shuttle that goes to the Greystone campus it is inevitable that 123 new students are going to create much more traffic. I'd like to point that out several years ago there was a multiple fatality accident on Pratt at the end of the road involving some of the students from Greystone. It seems inevitable that doubling the size of the facility is going to significantly impact traffic use and noise on our street. This traffic impact also becomes immediately significant as one looks at the current extreme difficulty of making a left-hand turn from Pratt Avenue south on to Highway 29. It is currently extremely difficult to see what is approaching on the left-hand lane because of parked cars, at the very least the curb needs to be red painted at least six car lengths back from where it is now. Additionally with the pending opening of the Los Alcobas Hotel there will be additional significant difficulty in entering and exiting from Pratt Avenue. This will not only apply to the student buses but also to the students that would be coming and going from this dormitory. This currently is and will become a much more dangerous intersection certain to create accidents.

We are all aware of some of the economic issues facing the city of St. Helena and clearly one way to solve them is to promote the development of architecturally appropriate high quality hotels that will attract individuals with the capability to afford a significant average daily rate and quality that would then provide subsequent TOT revenue to the town. What this proposal does instead is create a hotel with insignificant TOT from students who certainly are not going to significantly support high quality restaurants and retail shops within the city itself.

As stated earlier our belief is that there should not be a variance for an expansion of the existing student housing facilities, instead CIA should examine other locations including their existing Greystone campus and or their new Copia campus in Napa to effectuate the expansion of their overall programs. Pratt Avenue should remain a rural and residential street not a street of student dormitories creating additional traffic noise water and sewer impacts with insignificant benefits for the existing residents of the street and the city of St. Helena.

Respectfully submitted,

Carol

Carol Norfleet
Director

The Napa Valley Reserve
1000 Silverado Trail N.
St. Helena, CA 94574

Agenda Item #5.2.

Public Comment 9

T: (707) 968-3192
C: (707) 291-2338
cnorfleet@thenapavalleyreserve.com
www.thenapavalleyreserve.com

Public Comment 10

St Helena Planning Commission – CIA Dormitories on Pratt Ave

Members Planning Commission

In the beginning the CIA dormitories were a convalescent facility. There were from 30 to 40 people there. They took sponge baths and used very little of the bathroom facilities. I personally know as I had relatives there. Somebody needs to go back in the records and see how much water was used as compared to today with the CIA dormitories.

Those 30 to 40 guests more than doubled with the first expansion by the CIA about 7 years ago. The first expansion did not require any upgrades to the Crinella Pump station where the effluent ends up, or any water impact fees.

The Crinella Pump station was built in 1965. It was only to service the Crinella subdivision of about 100 homes. Now the CIA has tied in on Pratt, all the recently built million dollar homes on Pratt with guesthouse, now the Las Alcobas hotel, with no upgrades from any of these developers. Yet the station is #8 on the list of improvements of capital expenses by the new wastewater cost increases. Why are we the residents paying for this and not the developers that are burdening the system. The CIA is going from 4750 gals/day to 10,783 gals/day in to the Crinella Pump station.

The enrollment was 101 students, now they want to more that double that size with 123 additional students without any impact fees or improvements to the Crinella Pump station. That is a 500% increase from the convalescent hospital capacity.

In the report it says they want to take students out of homes they own and put them in these 3 new dormitory buildings. If that is true, then they have to provide the city with a legal document that they will sell these homes when the first dormitory is completed so these homes go back to hopefully the rental market that we desperately need. Also, their statement that their housing is affordable is not correct. I have spoken to students in their facilities and what they pay for a room is more than our rental market prices.

Why are they able to build to 40' with these new buildings? I thought that we had a 35' height limit. These buildings are going to block the view for the neighbors of our beautiful hillsides. The view shed will be lost.

They claim they don't need additional parking. I drive by the dormitories at least 3 times per day, on average the parking lot is between 70% to 80% full most of the time. They claim they only give out 33 permits for the existing 101 students, well then who owns the other vehicles? They claim that the shuttle goes every 15 minutes. To me that adds a larger impact at Pratt and Main. Now with the Las Alcobas Hotel across the street this is a bad intersection. There needs to be a traffic study addressing this. In fact, I feel we need an electric stop lights at this intersection. Most of the day the traffic does not go out onto Main, including truck traffic. They cut through Park and on to Crinella to Main. This is a residential neighborhood they are cutting through.

They are going to demo a 15,050 sqft one story building that houses 41 students. Then they are going to build three 3 story buildings totaling 40,645 and claim there is no impact. Who are they trying to fool?

The Planning Commission needs to say: We need time to assess the full impact of this project. We have been told over and over again about our ageing infrastructure that is in dire need of repair. We need to

Public Comment 10

find out first the impact the Las Alcobas Hotel is going to have in this area. An environmental impact report is the only way to address all the concerns I have raised.

Originally the CIA was going to build three dormitories on the school's campus. This was so they would not impact the neighborhoods. That did not happen as promised in their original use permit. I would suggest the CIA instead of building these new dormitories on Pratt Av to put them on their campus as they originally proposed. The CIA owns the adjacent property. I personally worked Chuck Carpy's house as a general contractor. The city should rezone the property so dormitories can be built there. Then you eliminate all traffic problems, all view shed issues and since they are reducing their water usage at Greystone the increase of the dormitories can be applied. Plus the city should require these dormitories not use the city's wastewater system but put it in to Greystone's system that discharges in to the pond on Deer Park Road.

Hopefully the Planning Commission will deny the project until these concerns are addressed.

anthony micheli

Anthony Micheli

1125 Crinella Dr
St Helena
Ph: 707-486-3832

Public Comment 11

From: Paul Bertoli
To: Lilly Bianco
Subject: CIA expansion
Date: Thursday, January 19, 2017 4:07:54 PM

Attn:contract planner,planning commission:
I am against the proposed expansion of the CIA Pratt Ave dorms.Turning this project surrounded by ag land into the most densely populated parcel in St Helena,would seem to be totally against the will of the general plan.The plan frowns upon putting high/medium density in ag land(leapfrogging)This will also add to the current traffic proplem on Pratt,the new resort,wine train,Beringer/treasury,ramping up production,redirection of traffic by apps, (waze,google,etc) the constant shuttles,will only add to the problem.Water&sewer issues,seeing hundreds of new toilets,while residents conserve water only to have the water rates skyrocket, just doesn't quite seem right.The CIA doesn't allow student cars on campus,or want to rent homes in SH,this shouldn't be the residents problem.People actually live here.Im not so sure what this non profit,or not for profit status is,but I would suggest that they consider using only the facility they've already expanded .The community trusted it was all they needed.With our population at 4900 I would prefer seeing a reduction in enrollment,and a modest tuition increase,in order for the CIA to remain good neighbors.
Thanks
Paul Bertoli
St.Helena
Sent from my iPhone

Sent from my iPhone

Public Comment 12

January 23, 2017

Noah Housh

Planning and Community Improvement Director

City of St. Helena

Dear Mr. Housh, I strongly object to the Culinary Institute of America building additional 123 room dormitory in the residential area of St. Helena. I object for the following reasons:

- They propose using groundwater. Although our aquifer is most likely adequately charged due to the recent rains it will not remain in that condition. This dormitory will be there for an undetermined length of time during which we will have the return of drought. We need our water for residents who live here and the industry that supports our economy. We are told that our wastewater system will require millions to bring it up to code. Why should we add this type of burden to the system?
- The Culinary Institute relocated to Napa the only business that brought any revenue into our City namely their restaurant. Why should we the citizens be asked to share our precious water resource while they bring absolutely nothing to the community? No, I don't believe that closing the restaurant will balance out having 224 students taking showers and other domestic uses.
- The height of the buildings will be offensive to nearby neighbors.
- This particular area of the City is already suffering from too much traffic and too little planning such as an additional stoplight at Pratt and Main.
- Why should they be allowed to build on agricultural land? This is seldom allowed to happen and why should it be allowed in this instance when they bring nothing of value to the community?

Priscilla Dell

25 San Juan Court

St. Helena, CA 94574

Public Comment 13

From: Noah Housh
To: Lilly Bianco
Subject: FW: CIA Pratt Avenue Project is too many bad points, needs to be cleaned up and down sized
Date: Friday, February 03, 2017 12:18:39 PM
Sensitivity: Confidential

-----Original Message-----
From: Dianna Varozza [mailto:varozza@sbcglobal.net]
Sent: Friday, February 03, 2017 12:13 PM
To: Noah Housh
Subject: FW: CIA Pratt Avenue Project is too many bad points, needs to be cleaned up and down sized Sensitivity: Confidential

We need to make sure that these storage units don't end up here at the Pratt Ave location. This is a nice neighborhood and agriculture area. We are already picking up garbage and dealing with the traffic from the CIA dorms. More traffic and garbage would be really bad. All their event parking is done on Pratt also.

There is no employee parking for the hotel so they will park on Main St all the time. More foot traffic back and forth across Main Street and Pratt Avenue. With all the vehicles parked on that corner it has been a real challenge. Now they are going to have delivery trucks going back and forth to Beringer because that is where their storage is.

I don't shop in St. Helena anymore and that is because getting into town is a safety issue as well as a challenge. It is easier to go to Calistoga or Santa Rosa or Napa.

A lot of people walk on Pratt but these students from the CIA, hotel construction and the Beringer employees drive way to fast trying to get to a from work on the trail. It is like a raceway during commute hours or lunch times. The van from CIA is constantly trying to turn onto Pratt.
Increase with more students and their trying to get to their storage units and that will make getting out on Pratt to go into town impossible.
So people are going to go through Park and Crinella, there are small children playing and riding bikes there.
Someone is going to get hurt or killed. A motorcycle pulled right out in front of me yesterday and if I hadn't been going really slow from turning off Main and because of the sign for the bridge I would have hit him. There were two large delivery trucks completely blocking the view of the street to the left.

There will always be deliveries once that hotel opens that will increase the traffic on Pratt significantly. Whether they are going to the hotel or to Beringer for unloading. Or trying to unload on the street and walk across.

If they want storage they need to build it up close to the CIA where they won't have to drive to get something.

They need to get rid of the third story because that is just going to cause problems all over town, if you let it in here, and it will block the view from the East side.

No more parking on the street and in the vineyard.
They need their own parking lot for events also.
The parking in the vineyards is going to be a real problem when they either get stuck in the mud or drive over a vine.

Public Comment 13

- Again using Pratt as a bypass and driving way too fast. Clogging up the access to the trail and main street for the people who actually live here and pay the taxes.

Look at the traffic when the trail was closed.
That is what is going to happen every day now that the bridge is closed. We can't even get off Pratt Avenue.

Do you want to know how many times I have turned off Pratt going North and the car in front of me SLAMS on their breaks and squeals the tires because that is the entrance to Beringer's tasting facilities. Now they are blocking North bound. Add in someone trying to cross Main in a truck to the hotel, a guest trying to turn in and go to the hotel or restaurant, a pedestrian and the South bound car coming out of the tunnel of trees at 50 mph. The CIA van trying to turn left onto Pratt.

You have a recipe for disaster and you better figure it out now before there is a death.

Dianna Varozza

Public Comment 14

Planning Commission

Dear Members,

We are writing to you at this time because we are opposed to the CIA expansion proposed to take place across the street from our property at 855 Pratt Avenue.

It is our opinion (which we expressed at that time) that the first CIA dormitory was not appropriate for the area of vineyards and single family residences. After that expansion we have had numerous problems. Frequent traffic with their shuttles and the occupants cars. Late night noise on many occasions. Pot smoking and beer drinking in our vineyard. When trespassers are asked to leave they often refuse to do so.

At the meeting for the previous expansion the CIA representative personally gave us his word that we had only to call him if we had any problems. Each time we called there was no response and never a call back. The situations were never resolved to our satisfaction.

As bad as it is now it will be much worse with twice as many transient occupants who have little or no interest in maintaining any good will with the neighbors during their brief stays.

We own two parcels directly across the street from the dorms. One 6 acre parcel has an old home and a cottage. Our son and his family reside there. The cottage is 500 sq. feet. We can only increase the footage to 800 sq. feet. The old house is supposedly of "historical significance" and hence cannot be razed or modified except to its original design. The original house was a single story with no bath or kitchen facilities.

On the 7 acre parcel we wanted to build a SINGLE story home located 300 feet back from Pratt and surrounded by 13 acres of vineyard. Permits were denied because it was deemed an inappropriate design for the area. We didn't realize if we wanted to build a three story house right next to Pratt we probably could have done so.

It is ironic that we were denied sensible uses for our property but a large commercial campus is being allowed in an area zoned for agriculture and single family housing. Is the continuous ruination of our neighborhood really worth the money the city will receive for allowing this expansion? We don't believe that it is. It certainly is not worth it to us as this very unattractive building just across the street with all its noise and traffic will lower the value of our property.

We strongly oppose any expansion of the CIA dormitory property either now or in the future.

Due to medical issues we may not be able to attend the meeting but we will try to attend.

Fred and Carol Papina
855 Pratt Avenue

Fred Papina
Carol Papina

Comments of Donna Hinds to
Culinary Institute of America
Campus Master Plan

Dear Planning Commissioners,

Thank you for your time in serving on the Planning Commission and for considering these thoughts related to the CIA dorm expansion proposal for Pratt Ave. My comments and concerns related to this project stem not only from my ownership of two properties on Pratt Avenue,[1] but also from my interest in the general well-being of the City of St. Helena and the impacts this project will have on the City. The discussions in opposition to the project are based, in large part, on areas in which the project is in direct conflict with various provisions of the St. Helena Municipal Code ("Code"). I have quoted the Code throughout the discussion, and suggest that it may be beneficial to have a copy, for reference, while reading this paper. The project, as it relates to the Vineyard Lodge expansion, should be denied, as supported by the following facts and discussions.

PROJECT FACTS:

Due to the large volume of information submitted in the Initial Study/Mitigated Negative Declaration ("IS/MND"), together with five appendices, the following is a summary of factual information obtained from the IS/MND that will assist the reader while analyzing this project. (Page references are to the location of the information in the IS/MND)

- Proposed new building square footage: 40,645 (p. 6)
- Proposed demolition square footage: 15,050 (p. 6)
- Existing Vineyard Lodge II square footage: 12,612 (p. 4)
- Proposed Total square footage: 53,257 (12,612 + 40,645)
- Height of buildings: 36' to 40'2" (Appendix 4 Plans p. A101-A107)[2]
- Length of buildings: 112' to 162' (Appendix 4 Plans p. A 101-A107)
- Length of building B fronting on Pratt Ave: 150' (Appendix 4 Plans p. A 101-A107)
- Height of building B fronting on Pratt Ave: 36' (Appendix 4 Plans p. A 101-A107)
- Proposed front setback of building B: 20' (Appendix 4 Plans)
- Proposed side setback of building A: 13' (Appendix 4 Plans)
- Building A is 162' long x 87' wide x 40'2" high and has both 2 and 3 story elements. (Appendix 4 Plans p. A 101-A107)
- Building B is 150' long 42' wide and 36' high and is a two story building. (Appendix 4 Plans p. A 101-A107)
- Building C is 112' long x 42' wide and 40'2" high and is a three story building. (Appendix 4 Plans p. A 101-A107)
- Size of Pratt Vineyard Lodge Lot: 2.61 acre (p. 8)
- Zoning of Project Property: PQP (St. Helena Zoning Map)

- Zoning surrounding proposed project: Agricultural (St. Helena Zoning Map)
- Location of project: Outside of Urban Limit Line (St. Helena Zoning Map)
- Current number of students at Vineyard Lodge: 101 (p. 5)
- Proposed number of students at Vineyard Lodge: 224 (p. 4)
- Net increase in students at Vineyard Lodge: 123 (p. 5)
- Proposed/Current Number of students at Greystone 47 (p. 4)
- Total Increased students and Staff at Greystone: 58 (p. 3)
- Current Total number of students: 200 (p. 3)
- Proposed Total number of students: 300 (p. 3)
- Current number of students in outside housing: 52 (200 total, less 47 at Greystone, less 101 at Vineyard Lodge = 52)[3]
- Proposed number of students in outside housing: 29 (300 total, less 47 at Greystone, less 224 at Vineyard Lodge = 29)
- Net decrease of students in outside housing: 23 (52 -29 = 23)
- Current number of parking places at Vineyard Lodge: 85 (p. 6)
- Proposed number of parking places at Vineyard Lodge: 72 (p. 6)
- Current ratio of students to parking at Vineyard Lodge: 101:85
- Proposed ratio of students to parking at Vineyard Lodge: 224:72

DESIGN REVIEW CRITERIA:

The following is a discussion of the design criteria that must be considered by the Planning Commission in reviewing all applicants. These are set forth in Section 17.164.030. While it requires the failure of only one factor for the Planning Commission to make a finding that the design criteria have not been met, this applicant has failed to meet the majority of the design criteria as follows:

1. Consistency and compatibility with applicable elements of the general plan; The project is not consistent and compatible with the applicable elements of the General Plan. The Vineyard Lodge is located beyond the Urban Limit Line ("ULL"). The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City. The General Plan Guiding Policy 2.6.5, "*Encourages the continuation of agricultural and low-intensity uses adjacent to the ULL."* The high intensity (massing, height, and building location near Pratt Ave.) of the Vineyard Lodge expansion project is not consistent with this General Plan Guiding Policy and, therefore, should be denied. The building setback variance that has been requested for Pratt Ave. is in direct violation of the General Plan. Pursuant to Section 17.112.050, there is a special setback of 36' on the northwest side of Pratt Ave. from the railroad track to the Napa River. The reason this provision was included in the Code is evidenced by Section 5.3.3 of the Transportation Element of the 1993 General Plan which provides: Guiding policies "*5.3.3 Preserve rights-of-way for future collector streets within the planning area of the City as follows: * Starr Avenue from Pratt Avenue to Adams Street . . . The City recognizes that development may or may not proceed along the lines envisioned in this plan, and that some areas not currently identified for*

potential developments may in fact precede those that are so designated. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening." In summary, the special setback on Pratt Ave was established pursuant to the 1993 General Plan (our current governing General Plan) to allow for future widening due to Pratt's designation as a collector street. A variance to this special set back would be in direct contradiction of the General Plan and would result in the loss of ability to widen Pratt Ave in the future. It is not currently clear what traffic patterns will evolve over the next 5, 10 or 20 years and whether or not Pratt Ave. will be needed as a connector street. The topic was raised at the community workshop held on February 4, 2017, when a concerned citizen expressed the need of the City to preserve rights-of-way on connector streets and not give up these rights as was done on the Adams St. extension. As the traffic in St. Helena continues to increase, there may come a time in the future when the City wants to widen Pratt. The allowance of the requested variance would not only be inconsistent with the 1993 General Plan but would also be very short-sighted and result in the loss of the ability of the City to widen a collector street at some point in the future. The request for setback variance should be denied.

2. Compatibility of design with the immediate environment of the site; There is not compatibility of design with the immediate environment. The property surrounding the proposed project is zoned agricultural. The property is surrounded by vineyards, residences and residential home sites. The project is simply too massive, is in stark contrast and not compatible with the immediate environment and, therefore, should be denied.

3. Relationship of the design to the site; The proposed project is too large and not appropriate for the site. The project feasibility requires multiple variances from the Code and the use of a right-of-way from the neighboring property to the east. The main access road for the proposed project is located on this right-of-way. Section 17.112.010 provides "*Each building site in each zoning district shall be planned and arranged so as to occupy only that portion of a lot not otherwise required as a yard, setback easement, right-of-way, or other required open space;"* The easement has been included in the site plan, as if it is part of the property, but a close review of the northeast property line shows that the buildings have been placed within 13' of the property line. Has the City evaluated the rights under the easement? When will this easement expire? Does the easement allow all uses required by the project? Set back requirements from the northeast property line are not satisfied. Based on these facts, it is abundantly clear that the project design does not work within the site boundaries.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses; The design does not promote harmonious transition in scale and character in areas between different designated land uses. According to the St. Helena zoning map, the project is surrounded by A-20 zoning. Therefore, the Planning Commission should look to A-20 zoning requirements to determine whether there is harmonious transition in scale and character between the different designated land uses. The A-20 zoning sets forth development standards in Section 17.20.060. The front and side

setbacks for A-20 zoning are 50'. The side setback from Building A to the property line on the northeast side is 13', far less than the 50' required by the surrounding zoning. In addition to the discussion related to the front setback in design review element 1., above, it is a standard zoning principle that the larger and taller the buildings, the greater the setback. The A-20 zoning provides for 30' maximum building height. The proposed 36' and 40'2" building heights are clearly not in harmonious transition with the surrounding vineyard and mountain view properties. The project should be denied for failure to promote harmonious transition in scale and character with the neighboring agricultural vineyard and residential properties.

6. Compatibility with future construction both on and off the site; Future construction on the site is not applicable. There are two future planned projects of residential construction located directly across the street from the proposed project. This proposed project is not compatible with these residential projects and should be denied.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project; The architectural design is not appropriate, due to the degree of intense massing (see prior discussions), and should be denied.

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; The proposed buildings are so large that there is insufficient open space for the 224 proposed students. There appears to be insufficient outdoor green area. There is insufficient parking for students. There is no parking accommodations for visitors. Building B is located only 20 feet from Pratt Ave., which will subject the residents on the Pratt Ave. side of the building to road noise. The applicant has failed to meet design criteria 8 and the project should be denied.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures; The amount and arrangement of open space and landscaping are not appropriate to the design and function of the structures. The visual impacts of this project cannot be properly mitigated by landscaping, due to the intensity of massing and height of the buildings, and the Applicant's request for a reduced setback from Pratt Ave. The PQP district includes the requirement for landscaping and screening. "Screening" is defined as a "method of visually shielding or obscuring one abutting structure or use from another or from the public right-of-way by fencing, walls, berms or **densely planted vegetation.**" Section 17.164.070 B.7 requires the proponent to submit a site plan showing the "location and size of existing and proposed planting and screening." Additionally, Section 17.68.060 B. provides "All planting strips, yards, setbacks and other required open space areas shall be landscaped in accord with a landscaping plan approved by the design review process." The Applicant's Landscaping Plan, shown in Drawing L2 of the Use Permit and Design Review submittal, the renderings of the front elevation of the 150 foot long, 36 foot tall Building B, which will be setback only 20 feet from Pratt Avenue, and the conclusion of the Vineyard Lodge Driveway Traffic Impact Report, Section E, regarding Sight Lines at the Vineyard Lodge Driveway, which states "Therefore, sight lines would be acceptable assuming that **no** landscaping is planted along the site frontage that would ultimately grow and block drivers

views." are in contradiction with one another in the appropriate screening required by the Code. Additionally, the stand of American Sycamore trees, located along the northeast property line and proposed to screen the 162 foot long, 40 foot tall Building A, are deciduous and will not provide adequate screening of Building A particularly during the Fall and Winter months. The massing and height of the proposed dormitory buildings, combined with the requested front setback variance of 20 feet from Pratt Ave. and the stated traffic safety concern upon exiting the driveway, should landscaping be planted along the front of the property, renders the Applicant's Landscape Plan, Mitigation Measure (AES-1) ineffective and failing to meet Design Criteria 9 and, therefore, the project should be denied.

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; There are several ancillary functions to support the main function that are lacking: parking; gathering space, green space, recreation area, and inadequate access drive for fire safety. (Some of these are discussed in more detail in other sections so will not be repeated here). The applicant has failed to meet design criteria 10 and therefore the project should not be approved.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles; The preliminary grading and drainage plan that was provided on page UP4 of the plans (Page 113 of Appendix 4 of IS/MND) notes that the width of the access road is 16' in some places. Section 17.124.070 B. 1. provides that *"An access drive is a way located outside of the public right-of-way that provides vehicular access between the public street and the required parking for more than one lot, or for one lot if the length of the drive is greater than one hundred (100) feet*." The access drive in the Applicant's plans is greater than 100'. Section 17.124.070 B. 2. e. provides the following widths are the minimums that will allow for the safe passage of emergency vehicles. According to this Code Section, for residential developments having over 60 units, the minimum width (including two 2' shoulders) is 30'. Since the access roads for the proposed plans do not meet the minimum Code requirement for width, the project should be denied. Width of access roads are provided as minimums for safety of residents and should be strictly enforced. A reduction in the size of the access roads, contrary to the Code provisions, could result in future liabilities for the City. Section 17.124.070 B.2.a provides: "*All access drives shall be designed for two-way traffic, unless specified approval is obtained from the public works director and fire chief/fire code official to allow one-way access drives*." (Verification of approval of the fire chief should be obtained). Section 17.124.070 B.2.h. provides: "*An adequately sized firefighting operational area shall be provided as required by Chapter 15.36"* This required firefighting operational area is not evident on the plans and should, therefore, be verified. The Applicant has failed to meet design criteria 11 and, therefore, the project should be denied.

USE PERMIT FINDINGS:

The Findings required for a use permit are set forth in Section 17.168.050**.** as follows: ***"No use permit shall be granted unless all of the following general findings can be made:"*** This provision clearly states that if any one of these factors is not satisfied, "no use permit shall be

granted." This project fails to meet Section 17.16.050 A., B., C., D., E., F., G., H., I., J., K., and L., as follows, and should, therefore, be denied:

A. That the proposed use would not generate odors, fumes, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community; Due to the large size of the project, the number of students, the number of cars, and the outdoor lighting, this project will generate odors, fumes, and light glare that will be injurious to surrounding uses of residential homes. In addition to existing nearby residences, there are two planned residential building sites located directly across from the proposed project site. The Applicant has failed to meet finding A. and should, therefore, be denied.

B. That the proposed use would not generate levels of noise that adversely affect the health, safety or welfare of neighboring properties or uses; The proposed project will increase the total number of students from 101 to 224 in a very concentrated area. The Applicant's submitted Noise Study states*, "Gatherings could include* ***up to*** *120 students who would live on the site. Residential neighbors near the project site have expressed concern that these gatherings and other activities could generate noise."* The Noise Study only contemplates 120 people speaking at the same time at an outdoor event. Numerous unanswered questions and unintended consequences arise, with respect to noise, when the other 104 residents have to be accounted for when participating in an outdoor event. A second statement in the Noise Study, "Student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m." The Noise Study did not take into account the proximity of the two residential building sites located directly across the street from the Vineyard Lodge site. Notwithstanding the existing rules prohibiting outside amplified music, the observance of a 9:30 p.m. curfew, and non-residents not allowed to attend events, the idea that 224 college students will not generate an increased level of noise, at any hour, that exceeds the normally acceptable range is beyond credulity. Until proven otherwise, the Applicant has failed to meet the standards of use permit finding B and the project should be denied.

C. That the proposed use would not generate traffic noise in excess of the normally acceptable range identified in the general plan; The increase in traffic noise from the operation of 72 cars located onsite at the Vineyard Lodge was not addressed by the Noise Study. Rather, the Noise Study was limited in focus to the A.M. and P.M. peak shuttle bus trips to and from the Vineyard Lodge/Greystone. The Noise Study was conducted during a period when the Vineyard Lodge was unoccupied by students[4], therefore, no student car derived noise was measured and included in the calculations to ascertain if the proposed 72 permitted cars will generate traffic noise in excess of the normally acceptable range. The Applicant has failed to adequately address use permit design criteria C and the project should be denied.

D. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection and fire protection; The proposed project could potentially make excessive

demands on the municipal water supply and municipal sewer capacity as well as other public services. The Applicant's request to expand student enrollment from 200 to 300 students will be adding 100 people to our community. The Association of Bay Area Governments ("ABAG") projection that St. Helena's population will increase by 400 by 2040 does not include these additional 100 students. With a focus on managed residential growth in the City of St. Helena, the City's Residential Growth Management System limits growth in order to ensure the City can provide adequate public services and infrastructure. The proposed Vineyard Lodge expansion project is not exempted from the Residential Growth Management System, Section 17.152.040.[5] Given the scarcity and rising rates of the City's potable water supply and the tenuous condition of the municipal sewer system, the Applicant should not be granted a use permit based on the theoretical future demands of water allocation and wastewater discharge volumes. Notwithstanding the reported water allocation offsets of the proposed project, the Applicant's Water Availability Analysis reports historical annual water usage that has exceeded its corresponding annual water allocations. There is no certainty that the Applicant's proposed redistribution volumes will not exceed water allotment in the future. Similarly, with respect to wastewater discharge volumes, the Vineyard Lodge project is theoretically projected to increase from 6373 gpd to 9520 gpd (an increase of 49%) and the onsite equalization pump tank is sufficiently sized to allow for only off-peak discharge to the City sewer. Again, notwithstanding any theoretical wastewater offsets anticipated at the Greystone campus, the unintended consequences of increased wastewater discharge from the expanded Vineyard Lodge project have not been fully contemplated, as a function of future development, in the area of the City served by the Crinella Lift Station. In consideration of the limited public services of the City, the Applicant's requested increase in enrollment from 200 to 300 students, combined with the proposed expansion of the Vineyard Lodge project to house these additional students, as compared with the higher benefits of other market rate and affordable residential projects competing for the same limited resources and building permit allocations, is not supported and the use permit should be denied.

E. That the proposed use would provide adequate ingress and egress to and from the proposed location; The project has failed to provide adequate ingress and egress to and from the proposed location and should be denied. (See previous discussion under Design Review Criteria 11, above.)

F. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local-serving economy; The proposed project will conflict with the City's goal of maintaining the economic viability of a local-serving economy. Revenue generation is a key factor for St. Helena. The City is facing major challenges with regard to economic development. These challenges include, but are not limited to, the constrained capacity of local infrastructure, lack of available water supply and associated rising water rates and increasing traffic volume. The Applicant's request to increase enrollment from 200 to 300 students and increase the Vineyard Lodge housing capacity does not support increased local economic development. The Applicant has moved the majority of its tourist focused, revenue generating activities and services to the new Copia center in the City of Napa. The Greystone

campus will become more student education and less tourist activity oriented. As a result, St. Helena will be allocating a portion of its finite infrastructure resources without any increased economic benefit. On the contrary, if these same limited infrastructure resources are allocated to higher economically beneficial uses (i.e. hotels, restaurants, ancillary supporting businesses) the City's local-serving economy and long-term economic sustainability will be greatly enhanced. The Applicant's proposed project presents a conflict to the goal of maintaining the economic viability of a local-serving economy and the use permit request should be denied.

G. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located; The proposed use is in conflict with the surrounding land uses and would conflict with the purpose established for the district within which it would be located. Since surrounding properties are agricultural and residential, the proposed use is clearly in conflict. (See discussion under Design Review Criteria 5, above.) The Applicant has failed to adequately address use permit finding G and the project should be denied.

H. That the proposed use would not be in conflict with the City's general plan; The proposed use is in conflict with the City's general plan. (See discussion under Design Review Criteria 1, above) and should be denied.

I. That the proposed use would not be injurious to public health, safety or welfare; The proposed use would be injurious to public health, safety or welfare. (See discussion under Design Review Criteria 8 and 11, and Use Permit Findings A, B, and C) and should be denied.

J. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the general plan; The granting of this project would set a precedent for the approval of very large three story buildings. I do not believe there are any other three story buildings, beyond the central business district, in the City of St. Helena. Allowing a three story, 40'2" tall building outside the Urban Limit Line will set a dangerous precedent. If the variance is allowed to the special Pratt Ave. setback, precedent will be set to allow variances along the entirety of Pratt Ave. Additionally, precedent will be set to allow variances to other special setbacks on other connector streets. These precedents would be detrimental and, therefore, the use permit for this project should be denied.

K. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long-term parking needs of employees and business owners and customers is available; The applicant has failed to provide for adequate off-street parking. Section 17.68.060, related to PQP standards and requirements, provides *on-site parking and loading* ***shall be*** *provided in accord with the provisions of Section 17.124*. Section 17.124.030 A. 3. sets forth the required number of parking spaces for "*rooming, boarding, or lodging house* as: *two spaces for the resident owner plus one space for each guest room*." Applicant is required to provide for a minimum of one space per room The Applicant is proposing to increase student occupancy from 101 to 224 while decreasing parking spaces from 85 to 72. The Applicant is adding 123 students and decreasing parking spaces by 13. This proposal is

based on the Applicant's contention that the current student parking demand at the Vineyard Lodge site is 31%. During the performance of the Traffic Impact Report, parking demand was counted at 44%. Further, the reported student parking demand at the Greystone Campus is 70% (TIR). This wide discrepancy in student parking demands is in contradiction with the Applicant's request for a variance of the parking requirements. Rather, it appears the basis for the Applicant's request for 72 parking spaces is based on the limitation in available remaining space due to the large building program on the property. Section 17.124.50 A. makes it very clear that an expansion or increase in occupancy can be made "*provided that **additional parking space shall be provided** in the extent of the change as required in Section 17.124.030."* The Code language "shall" appears to be a mandate that changes in projects, such as this, must provide for additional parking. The proposed project has failed to meet minimum parking standards as required by the Code and should be denied.

L. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use. Design Criteria (Zoning Code 17.164.030). The intersection of Pratt Avenue and Main Street is a major entry/exit point for the City of St. Helena. The City should take upmost precaution in approving projects that could potentially impact the traffic along the entire stretch of Main Street. The traffic impacts of the Los Alcobas property have not been fully realized and Beringer has proposed a project that will also have traffic implications. The City should proceed with great caution and insure that the traffic impact studies submitted by the Applicant are to the level that would be required by an Environmental Impact Report.

ZONING DESIGNATION:

The property on Pratt Ave. is zoned PQP. The original zoning was A-20 and changed to PQP in 2008 to accommodate the non-conforming dorm expansion. Chapter 17.68 of the Code sets forth the provisions related to PQP zoning. Section 17.68.010 A. states "*It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses such as churches and cemeteries."* The PQP zoning provisions do not seem to contemplate housing. The 2008 Planning Commission may have improperly zoned the property to PQP to allow for dormitories. If this is the case, the mistake of the improper zoning should not be extended further and additional dormitories on this property should not be allowed.

ENVIRONMENTAL IMPACT REPORT:

It seems evident that there is sufficient grounds to deny this project on the basis of design review and the failure to meet the requirements of a use permit. Since the project cannot pass on design review and use permit, the issue of requiring an Environmental Impact Report becomes irrelevant. In other words, the Applicant should not be required to perform an EIR if the Planning Commission determines that it is not able to approve the project based on design. In the event the Planning Commission does consider the necessity of an EIR, it is clear that an

EIR is required for this project for the following reasons: Identification and mitigation of multiple significant impacts of this project have not been met.

ALTERNATIVE HOUSING OPTIONS:

Based on the numerous variances required and non-compliance with multiple Code provisions and design review standards, it is clear the proposed project does not work on the Vineyard Lodge site. Although it is not the role of the Planning Commissioners to instruct applicants as to how or where to design their projects, the CIA owns other properties in the area that may be more suitable for housing additional students. In 1993, the St. Helena Planning Commission approved plans for two dormitories on the CIA Greystone property. Another property owned by the Applicant is a 5.49 acres parcel located adjacent to the Greystone campus to the south. Locating additional dorms on either the Greystone campus or the property adjacent to the Greystone campus would have much less impacts in the community in terms of visual, parking, traffic, etc. than the proposed project. Another consideration is that Pacific Union College is currently under-enrolled and the dormitories are not at full capacity. Entering into an agreement with Pacific Union for housing additional students would have far fewer impacts than the proposed project and may be economically more beneficial to both PUC and the CIA.

NEIGHBORHOOD MEETING:

A neighborhood meeting was held on April 2, 2016. This meeting was noticed by the City Planning Department and was attended by Tom Bensel, Victor Carniglia (on behalf of the City) and several concerned neighbors. It seems as if this meeting was purely to "check a box" that the Applicant met with neighbors. Various questions and concerns were raised by the neighbors in attendance. Based on the plans submitted, the Applicant did not address any of the concerns raised at the meeting. Three of the concerns I raised related to the height of the buildings, the proximity of the buildings to Pratt Ave. (set back), and whether there would be sufficient off-street parking so that no overflow parking would occur on Pratt Ave. A follow up meeting was not held and I was never contacted by Tom Bensel again. When I saw the plans that were submitted to the City, it became very clear to me that the Applicant not only failed to address our concerns, but actually went in the opposite direction of the concerns expressed at the meeting. At the neighborhood meeting, the representation was made that the buildings would be two story. In spite of the fact that I expressed concern over the height of the buildings, the submitted plans include buildings that are three stories tall and 40'2" high. At the neighborhood meeting, I specifically asked how far back the buildings would be setback from Pratt Ave and stated that I felt they should be set back as far as possible. The applicant replied at the meeting that he did not know how far the buildings would be set back. When I saw the submitted plans, I was very disappointed to see that the setback from Pratt Ave. was proposed at 20' and would require a variance from the special setback that applies to Pratt Ave. As to the question of sufficient parking, the design decreased parking by 13 while increasing the

number of students by 123. Again, there is a feeling that the applicant only held this meeting to "check a box" and not to sincerely address the concerns of the neighbors.

MERIT BASED DECISION:

The CIA has voluntarily decided to purchase the COPIA building in the City of Napa for a reported $12.3 million, plus renovation investment, and to relocate many of their tourist activities to the City of Napa. This reference to moving tourist activities is made throughout the IS/MND. As an example of the tourism activities moving to the City of Napa, the Flavor Napa Valley website (a large CIA event) lists hotel packages for tourists planning their stay for the event. All of the hotel packages are in the City of Napa.[6] What about St. Helena? There have been recent newspaper articles (San Francisco Chronicle and Napa Valley Register), quoting Tom Bensel, related to the opening of Copia. These newspaper articles are attached for your convenience. Some of the more relevant quotes from these articles are: *"The Culinary Institute of America is opening its newest campus, at the Copia building in Napa, in stages, beginning with classes this week. 'This will be the public face of the CIA,' said Tom Bensel, managing director for both Napa Valley campuses, including the original site at Greystone in St. Helena."*[7] *"The opening of the Copia building allows the Greystone St. Helena campus to focus on education for the students and also to undertake much needed renovations, Bensel said."*[8] In another article discussing the opening of the new Copia center in Napa: *"Tom Bensel, managing director of the institute's California campuses, says it will increase the recreational cooking classes offered at St. Helena and move them to Napa."*[9] The CIA has chosen to redirect the majority of its tourist revenue generating operations from St. Helena to the City of Napa and is now asking St. Helena to approve a project that will place additional burdens on the City's infrastructure and finite resources. The proposed project does not meet the standards required for design review or for a use permit. The CIA has submitted this project, without regard for the comments and concerns of the neighbors, without deference to Municipal Code provisions, and without completing a full Environmental Impact Report which would clearly define all environmental impacts. It is incumbent upon the Planning Commission to make the determination of this project without regard for whom the applicant is, but rather, based on design review standards and use permit findings.

CONCLUSION:

There are multiple reasons this project should be denied. The proposed project fails to meet the design criteria required for approval of projects as set forth in Sections 17.164.030 A. 1., 2., 3., 5., 6., 7., 8., 9., 10., and 11. The proposed project fails to meet the requirements for a use permit set forth in Sections 17.16.050 A., B., C., D., E., F., G., H., I., J., K., and L. The proposed project also requires the granting of multiple variances that would be detrimental to the community and would set negative precedents for future projects. While there are multiple significant reasons this project fails to meet design review standards and use permit standards,

it only takes a finding of one reason of the many outlined above to deny this project. For the reasons stated throughout this paper, this project should be denied.

Footnotes:

[1] Rusty and Donna Hinds own a 1 acre property (777 Pratt Ave.) that is diagonally across the street from the CIA Dorm project. This property was purchased as a residential homesite. The Vineyard Lodge property is less than 50 feet from this property. Additionally, Rusty and Donna Hinds own a 1/3 acre property (1057 Pratt Ave.) this is located between the Vineyard Lodge project and Main Street.

[2] Applicant describes building heights as 29' to 40'2" (Page 4 of IS/MND) but buildings heights are typically measured at the highest point. If measured at the highest point the buildings range from 36' to 40'2".

[3] In the chart on P. 6 of IS/MND Off-site Beds are not stated as "N/A." Applicant has not discussed offsite housing.

[4] P. 9 IS/MND states "The existing CIA facility was unoccupied as students were on break."

[5] **17.152.040 Exempted and regulated development categories.**
A. Exempted Development Categories. This chapter shall not apply to the issuance of building permits for the following projects:

1. Industrial;
2. Commercial;
3. Commercial/residential (daily rental);
4. Replacement housing (on the same site as a preexisting unit which has been removed, demolished or burned within the immediately preceding two years) but not in conjunction with subsection (A)(5) of this section;
5. Relocation of units already existing in the city;
6. Additions, renovations and refurbishment of existing dwelling units;
7. Accessory buildings of any type (except dwelling units);
8. Guest cottages (detached bedroom(s) without kitchen facilities);
9. Second units as defined in Section 17.04.160 and regulated by Section 17.116.030;
10. Affordable Housing. Affordable units are those dwelling units which are required to be rented at affordable rents or purchased at an affordable sales price, consistent with Chapter 17.146. The number of affordable housing units constructed shall be determined by the city council at the time of review of the development agreement authorizing the units. The agreement shall contain guarantees that the dwelling units would continue to be affordable to persons of very low, low, or moderate income for an agreed upon period of time.

[6] www.flavornapavalley.com. Click on "Events"; then Click on "Hotel Packages";

[7] CIA at Copia opens in Stages. Sasha Paulsen, Napa Valley Register, October 18, 2016 (article attached)
[8] CIA at Copia opens in Stages. Sasha Paulsen, Napa Valley Register, October 18, 2016 (article attached)
[9] Napa's Copia to reopen as Culinary Institute of America campus, Tara Duggan, San Francisco Chronicle, October 16, 2016 (article attached)

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http://napavalleyregister.com/lifestyles/food-and-cooking/cia-at-copia-opens-in-stages/article_5baa32fc-951a-5a91-ab1a-e8aee65d9dfa.html

CIA at Copia opens in stages

Sasha Paulsen spaulsen@napanews.com Oct 18, 2016



Phil Mansfield photo

Food and wine classes are now being offered at the Napa Valley Vintners Theater at the CIA at Copia in Napa.

The Culinary Institute of America is opening its newest campus, at the Copia building in Napa, in stages, beginning with classes this week.

"This will be the public face of the CIA," said Tom Bensel, managing director for both Napa Valley campuses, including the original site at Greystone in St. Helena.

Leading a tour through the Copia building, where renovations are ongoing, Bensel gave an overview of the plans as they are evolving for the space. When completed it will offer classes and food and wine programs for the public, extensive event space, a "lifestyle" shop, and a restaurant with a new

approach to dining. There will be no entrance fee to the building, and Bensel stressed that the CIA wants to welcome both local residents and visitors to the facility when construction is complete. There will be fees for individual classes. He said a grand opening is planned for 2017.

The Vintners' Hall of Fame, now in the Barrel Room at the historic Greystone building will be relocated to Copia and renamed the Wine Hall of Fame, Bensel said. It's expected to be in place by spring 2017.

"CIA at Copia is a first for the Culinary Institute of America," he said, noting that the new facility will be "entirely dedicated" to offering food and wine education and experiences to the public. "It opens a window into what the CIA truly is: a visionary thought-leader and innovator in food and beverage, with world-class faculty and facilities."

The opening of the Copia building allows the Greystone St. Helena campus to focus on education for the students and also to undertake much needed renovations, Bensel said.

The CIA at Greystone opened 20 years ago in what had been the Christian Brothers Winery. Initially, it offered a pastry and dessert training, as well as specialized educational classes for chefs. Over the years, as public interest has grown in cooking programs, the CIA began offering classes for food and wine enthusiasts, and expanded its professional training programs.

The 80,000 square-feet of indoor and outdoor event and theater space at Copia will now be the site for daily programs, wine tasting and classes taught by CIA instructors and guest lecturers that feature seasonally-themed recipes designed for home kitchens.

Beginning on Monday, Oct. 17, the CIA is offering daily food and wine programs in newly named Napa Valley Vintners Theater, formerly the Meyer Food Forum. The 72-seat theater is equipped with a demonstration kitchen. The first classes include "Basic Flavor Interactions," "Cooking With Wine," "Fresh Home-made Cheese" and "How to Make Fresh Pasta."

Sundays have been designated "Family Fundays" beginning with an Oct. 23 class "Mac and Cheese," which will "re-imagine" the classic.

A complete schedule with tickets and prices is available at http://ciaatcopia.eventbrite.com.

"CIA at Copia's educational programming takes our enthusiast programming to another level, for people of all ages and interests," Bensel said.

The Restaurant at CIA Copia

The anticipated opening date for The Restaurant at CIA Copia is mid-November. What was once Julia's Kitchen at Copia has undergone a face-lift for the new restaurant, which will be open for lunch and dinner, under the direction of Waldy Malouf, CIA's senior director of food and beverage operations, and chef de cuisine Chris Aken.

Malouf, who is based at the CIA in Hyde Park, N.Y., told the Register that the plan for dinner service is to blend front and back of the house service for an innovative approach to service in which chefs will come out of the kitchen to offer dishes to diners. In this way, he said, guests will be able to see both the savory and dessert dishes and also meet the chefs who create them. Sharing dishes will be encouraged as part of this "experiential dining" approach. Dishes diners select will be marked on the menu, and the number of dishes selected will be tabulated at the end of a meal.

In the same way, Malouf said wines by the glass will be offered on a cart that will move through the restaurant. Guests will be able to taste as many as six wines before selecting one or more to drink with their meal.

Lunch service will be more conventional, Malouf said. "People will be able to come in an order a burger or salad — usually that's when people are on a schedule."

Malouf described the menu as Mediterranean-inspired, California cuisine "with international influences." Produce from the Copia gardens, managed by CIA Farm Manager Matthew Gunn will be utilized.

The remodel of the original Copia building by CIA and Architectural Resources Group has extended the facade nearly eight feet from its original location, allowing the dining room to blend with the property's patio, gardens and olive grove. The restaurant has one private dining room that seats 12, and two private dining rooms that each seat 18, but can be combined to seat 36.

A 1975 graduate of the CIA, Malouf joined the administration of his alma mater in 2013. Before that, he spent 13 years as co-owner and chief operating officer of Beacon Restaurant in New York City. Malouf is known in the New York area for his time as executive chef and director of operations at the Rainbow Room and executive chef at the Hudson River Club and Le Cremaillere.

The signature cuisine he developed at the Hudson River Club featured the culinary riches of the Hudson Valley, which resulted in "The Hudson River Valley Cookbook" (Addison-Wesley, 1996). Malouf is also the author of "High Heat: Grilling and Roasting Year-Round" (Random House/Broadway Books, 2005).

He co-founded the Windows of Hope Family Relief Fund after Sept. 11, 2001 and remains one of the organization's three directors. He is also a former chairman of the CIA's Alumni Council and served on the college's Education Committee.

Aken has worked as executive chef at Avia Napa (now Andaz) and was opening executive chef at AKA Bistro. The former owner of Toast Catering, executive chef and partner at Jack London Lodge and Stomp at the Mt. View Hotel. Originally from Southern California, Aken began his culinary career in Oklahoma City in 1995 under Chef Kurt Fleischfresser and also worked at La Folie in San Francisco.

Event space

Other renovations at the new CIA include windows on the lower level opening out to the river, creating a light-filled, modern atrium in the center of the building that will be available for evening receptions and can accommodate 800 guests in a standing reception or a 350-seat dinner.

Upstairs, the former exhibit hall is being turned into a teaching kitchen for hands-on cooking classes. Bensel said the plan is to have it completed by late summer 2017.

A mezzanine overlooking the atrium and the Napa River can host an event for up to 300. Adjacent to the mezzanine are two classrooms that can be used for breakout sessions, each seating 30. Outside, the newly terraced amphitheater seats 600 in rows or 375 at tables.

Meeting spaces upstairs at CIA at Copia include the Food Business School classroom with 25 seats; the boardroom with 25 seats, reception space for 50 on the balcony and a garden balcony that will accommodate 80 seated and 120 standing.

The main theater at Copia, used for movie screenings, speakers' series, and panel presentations, seats 250.

For private event bookings, contact Amy Thomason-Richardson at 707-967-2307. For additional information, visit www.ciaatcopia.com.

Food

Napa's Copia to reopen as Culinary Institute of America campus

By Tara Duggan, San Francisco Chronicle | October 16, 2016 | Updated: October 16, 2016 5:00am

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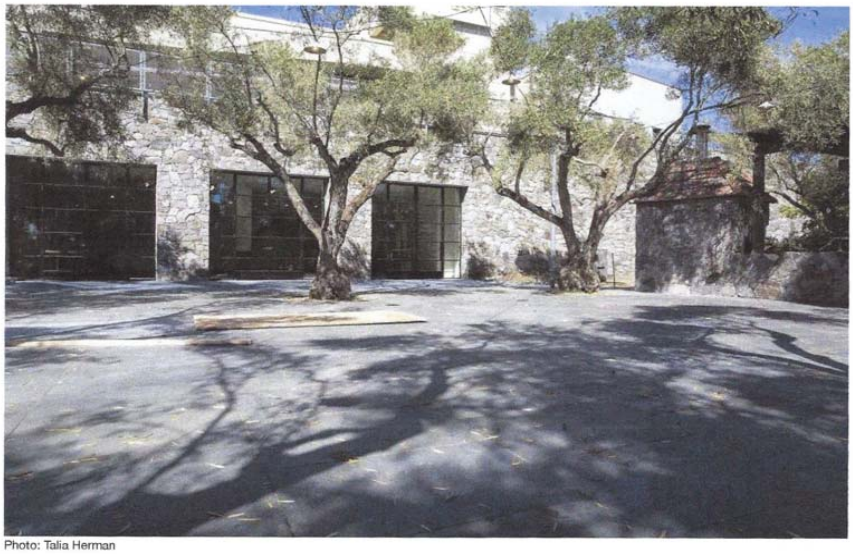

Photo: Talia Herman

The renovated restaurant at Copia in Napa, now part of the Culinary Institute of America.

Just after Halloween, Copia will rise from the dead in downtown Napa.

Drought-starved grapevines from its old garden have been pulled up and replaced by robust olive trees along the walk that leads to the former Copia: The American Center for Wine, Food and the Arts. The site will now be the CIA at Copia, a new public-facing campus for the Culinary Institute of America. When it opens in stages, starting in November, the CIA at Copia will have a renovated restaurant and store and will offer cooking demonstrations and wine tastings. Next year, it will open an exhibit space and offer hands-on cooking classes to nonprofessionals.



It's a big turnaround for the museum and event space, which first opened in 2001 with grandiose plans dreamed up by the late Robert and Margrit Mondavi, who were also major benefactors, and supporter Julia Child. But it closed and went into bankruptcy in 2008. Since then, its 80,000 square feet of exhibit halls, classrooms, theaters and a restaurant as well as an outdoor amphitheater have been largely empty.

MORE BY TARA DUGGAN



Early fall seafood calendar brings sand dabs, spot prawns, more



What happens when coffee pros taste Soylent's Coffiest?



In California's abalone country, the hunt continues to evolve

The Culinary Institute of America, which is headquartered in Hyde Park, N.Y., and has had a branch at Greystone in St. Helena for 20 years, bought the property in October 2015 for $12.5 million, a bargain compared to its original $55 million price tag.

This will be the first branch of the institute that is oriented toward the public rather than professional cooks. Tom Bensel, managing director of the institute's California campuses, says it will increase the recreational cooking classes offered at St. Helena and move them to

Napa.

"We want to start being a leader in how people perceive food and health and sustainability," says Bensel. "It's a great platform for us to be able to speak to the public."



Photo: Talia Herman

IMAGE 1 OF 9
The restaurant at the new CIA at Copia in Napa.

Based on experiences at its other campuses, including in San Antonio, Texas, and nine public restaurants and bakeries, the institute is betting its mix of tastings and classes will have more traction than what was offered at the original Copia.

"People want to taste things, touch things and have an experience," Bensel says. "They'll be

able to immerse themselves with what's going on rather than just observe."

Copia's original exhibits are gone, but the new space will house Chuck Williams' personal collection of cookware — bequeathed to the school when the founder of Williams-Sonoma died in December. When the exhibit opens in late spring or summer, entry will be free, and Bensel makes pains to say it won't be called a museum.

The new owners "have heard all of the horror stories about what occurred and what they can improve upon," says Steve Carlin, who developed the Ferry Plaza Marketplace and the similar Oxbow Public Market, which opened in 2007, right next to Copia. "From what I've seen, they have listened to that and will make the appropriate adjustments."

During the first phase next month, the institute will start to offer daily food and wine demo classes ($25 to $95) in a 75-seat theater. A bit later, six tasting stations will be set up in the atrium with visiting wineries that will rotate quarterly.

"This gives an opportunity to many wineries that don't have tasting rooms," says Bensel. There are also plans for a high-end wine salon to be located next to the restaurant. It will offer small pours of cult wines that would otherwise be difficult to taste.

The restaurant, called the Restaurant at the CIA Copia, is inspired by the cart-style service at San Francisco's State Bird Provisions. Especially at dinner, the cooks will bring out trays with dishes that diners can choose from and are meant to be shared, such as a whole roast trout, duck and foie gras served with onion marmalade, and roasted oysters with shallots and verjus.

"We really want the restaurant to be fun and casual," says Waldy Malouf, who heads up food and beverage operations at the institute.

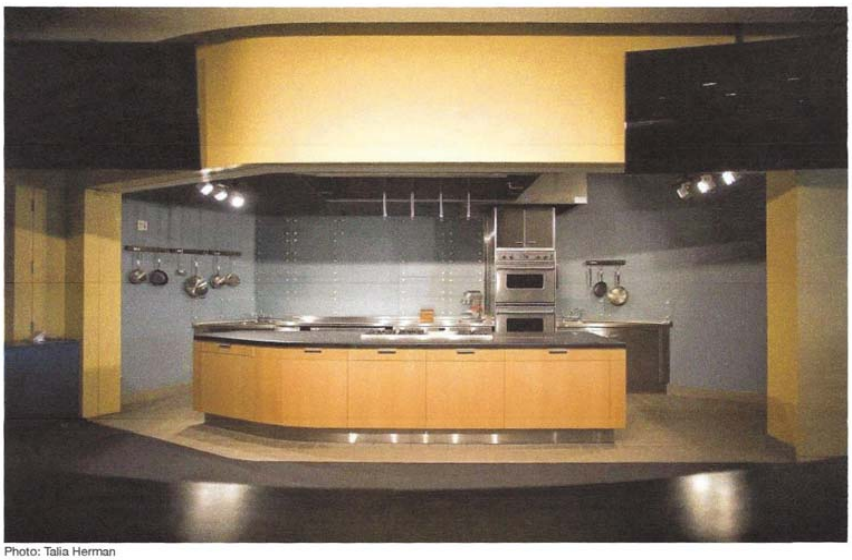

Photo: Talia Herman

A classroom kitchen in the new Culinary Institute of America campus at Copia in Napa.

While the restaurant at Copia will have a professional staff, the one at Greystone will be student-run, and closed when school is not in session.

Bensel says the new campus is part of the evolution of the culinary institute, from which he graduated in 1976. Back then, the culinary arts were considered more of a trade. Over the years the institute has gone beyond its associate degree programming to offer bachelor of arts degrees, and now a Wine and Beverage Graduate Certificate Program at Greystone.

The CIA at Copia also plans to be part of an ongoing evolution in downtown Napa. Copia closed during the Great Recession, and when a renovation to the nearby bypass channel was diverting traffic from the neighborhood. Things improved by 2010, developer Carlin says, and sales at Oxbow Public Market have since tripled. New hotels have opened, with additional ones due to open soon.

At the original Copia, many say, another problem was a lack of involvement in the community.

"Whether it was intentional or not, there was a sense of exclusivity to it," Bensel says. The CIA at Copia is trying to avoid that by hosting events and fundraisers, like one for Friends of the Napa Valley River that was held at its outdoor amphitheater last weekend.

If the new campus is successful, Bensel says, revenue will bolster its academic programming. And there's one last side benefit to educating the public about food and wine: "Our graduates are going out and being part of successful restaurants," he says. "We don't want to just give them their certificates and be done."

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Tara Duggan
Food Reporter

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COMMENTS OF RUSTY HINDS TO CULINARY INSTITUTE OF AMERICA CAMPUS MASTER PLAN

Historical Review

A review of the historical record of the establishment of the CIA Greystone Campus, and its resident housing chronology, is very important in setting the context of this current proposal being made by the CIA.

1993: Original Use Permit approves the construction of two residential dormitories and stipulates a third, with Permit amendment, to be constructed on the Greystone Campus. The CIA requested enrollment of 200 students but a maximum permit limit of 104 students was granted. The Permit required a 1:1 room to parking space ratio. The City Council certified a Final Environmental Impact Report.

2004: CIA is granted a Use Permit to transform the former Marlinda Nursing facility to student housing. This property is located at 830 Pratt Avenue, beyond the Urban Limit Line, and was zoned A-20. The Planning Commission and City Council approved the transition based solely on a non-conforming replaced by a use of lesser intensity (Occupancy reduced from 70 beds to 40).

2008: CIA requested a change in the Vineyard Lodge Use Permit to add a second dormitory. As this would trigger non-conformance of greater intensity in the A-20 zone, the Planning Commission and City Council struggled with the dilemma of either changing the citywide zoning ordinance for A-20 or the site specific rezoning of the Vineyard Lodge parcel. After much debate, the Vineyard Lodge parcel was rezoned Public Quasi Public. Vineyard Lodge II was erected and houses 60 residents in 12,612 square feet. The Vineyard Lodge total resident population is 101 served by 85 parking spaces. In addition, resolution 2008-74 increased the enrollment at the Greystone campus from 104 to 200 students.

Summary (Hinds)

In review of the Initial Study/Mitigated Negative Declaration ("IS/MND"), and associated documents submitted by the Culinary Institute of America ("CIA") for the proposed expansion of the Vineyard Lodge located at 830 Pratt Avenue, several elements either require the granting of multiple variances to the City of St. Helena Municipal Code or they do not satisfactorily identify and mitigate all of the potentially significant impacts. My comments will focus primarily on the high intensity (massing and height) of the new buildings, their forward location on the site near Pratt Avenue (requiring a front setback variance), the inadequate number of parking spaces (requiring a variance), the potential increase in noise, the potential increase in traffic, the increase in wastewater generation, the potential increase in water usage above the allocated volumes and the significantly incongruous nature of the project with the surrounding agricultural and residential land use.

As such, the City of St. Helena Planning Department, the Planning Commission and the City Council should deny the proposed expansion of the Vineyard Lodge property. The Applicant has less environmentally impactful alternatives to fulfill its requisite student housing needs at its Greystone Campus, and adjacent owned parcel, which date back to the original 1993 Use Permit.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (Vineyard Lodge Expansion)

In an effort to assist the reader, I have structured the following presentation of the analysis of the Initial Study/Mitigated Negative Declaration ("IS/MND") and Appendices in the following order:

- Cite the category of environmental factor potentially affected;
- Applicant's presentation of the Potentially Significant Impact, either properly identified, or improperly characterized as Less than Significant;
- Presentation of the Applicant's Impact Analysis, as presented;
- Presentation of the Applicant's proposed Mitigation Measure(s) associated with the environmental factor;
- Presentation of Hinds' rebuttal of the manner in which the Applicant has failed to either properly characterize or mitigate each of the environmental factors which create a Potentially Significant Impact; and
- Page numbers are listed parenthetically to assist the reader in reference to where each issue is found in the IS/MND.

Aesthetics:

Potentially Significant Impacts (IS/MND Page 12)

- Substantial adverse effect on a scenic vista
- Substantially degrade the existing visual character or quality of the site and its surroundings

Impact Analysis (IS/MND Pages 13-15)

- Residents and other viewer groups may experience reduced visual quality
- New dorms maximum height of 40'-2"
- Project will introduce perimeter parking lot lighting

Mitigation Measure AES-1(IS/MND Page 15)

- Landscaping Plan - Vegetative screening (Trees). To be approved by Planning and Community Director prior to issuance of Building Permit

The Applicant has failed to adequately mitigate the impacts for Aesthetics for the following reasons:

- High intensity massing (40,645 sq. ft.) and location of new buildings too close to Pratt Avenue;
- Maximum height of proposed buildings (36'-40'). Surrounding land use (A-20, greater than two acres has a maximum height limitation of 30'. Municipal Code 17.20.060);
- Visual Site Assessment performed in Summer 2016, during the period when onsite trees had full foliage;
- American Sycamore trees located on the northeastern property line along, "Vineyard Road, provide no screening in Fall and Winter months. Also, this same stand of trees will not provide adequate year-round height to screen the tops of proposed Buildings A and C (40');
- No existing screening on the eastern portion of the front property line on Pratt Ave. where proposed Building B (height 36') will be located;
- Existing trees on the western portion of the front property line on Pratt Ave. will not provide adequate screening of proposed Building B (36');
- Lack of trees to properly screen height of proposed Building C (40') looking eastward from western site boundary;
- The Applicant's Landscaping Plan (AES-1) does not mitigate the aesthetic impact resulting from the proposed project. Due to the large size of the buildings, mitigation cannot be accomplished by landscaping. Even with the addition of the landscaping proposed by the Applicant, the permanent visual impact of these buildings will be very significant and will detract from the beauty of the surrounding vineyard/mountain vistas;
- The Traffic Impact Report for the Vineyard Lodge driveway specifically contradicts the Applicant's landscaping plan by stating, "Therefore, sight lines would be acceptable assuming that no landscaping is planted along the site frontage that would ultimately grow and block driver views."
- This mitigation measure is not adequate for the proposed project and, with all due respect, should not be determined at the sole discretion of the Planning and Community Director, as proposed by the Applicant.

Land Use and Planning

Potentially Significant Impacts (IS/MND Page 38)

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Setting and Impact Analysis (IS/MND Pages 38-40)

- The outer edge of the urban service area is demarcated by the urban limit line ("ULL") which is a parcel specific boundary that marks the limit of allowed urban development. The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City. The proposed project is subject to land use policies outlined in the St. Helena General Plan (Guiding Policy 2.6.5 encourages the continuation of agricultural and **low-intensity** uses adjacent to the Urban Limit Line);
- The Vineyard Lodge Housing Site is located outside and adjacent to the ULL and is zoned Public Quasi Public ("PQP");
- The project is subject to other standard requirements, stipulated by the Zoning Code, namely, parking and setback requirements which, given site constraints, the applicant maintains cannot be met;
- Under Municipal Code 17.112.050, the Vineyard Lodge Housing site is subject to a special setback requirement of 36';
- In addition, the project has requested a variance from the parking standards outlined in Municipal Code Section 7.124.30 (A.3) which require two spaces for the resident owner and one space for each guest bed. Compliance with the Code will require 226 total parking spaces. Based on data supplied by the applicant, only 31% of students have a demand for parking spaces. As such, applicant is requesting a variance to allow for 72 parking spaces. To ensure that the number of available parking spaces equates with demand, applicant will cap the number of parking permits at 72 and will prohibit overnight offsite and street parking.

Mitigation Measure LU-1 (IS/MND Page 40)

- Requires at least five (5) on demand bicycles be made available to residents of the Vineyard Lodge Housing Site.

The Applicant has failed to adequately identify and mitigate the impacts for Land Use and Planning for the following reasons:

- Pursuant to Section 17.112.500.A of the St. Helena Municipal Code, there is a special setback of 36' on the northwest side of Pratt Avenue, from the railroad track to the Napa River. The reason this provision was included in the zoning code is evidenced by Section 5.3.3 of the Transportation Element of the 1993 General Plan (St. Helena's current

governing General Plan) which provides, "Guiding Policies 5.3.3 Preserve rights-of-way for future collector streets within the planning area. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening." In summary, the special setback on Pratt Avenue was established pursuant to the 1993 General Plan to allow for future widening due to Pratt Avenue being designated as a collector street. A variance to this special setback would be in direct contradiction of the General Plan and Zoning Code and would result in the loss of ability to widen Pratt Avenue in the future;

- The high intensity of the proposed Vineyard Lodge project (massing, height and building location near Pratt Avenue) is not consistent with the surrounding agricultural and residential land use (Municipal Code 17.168.050 G)(Municipal Code 17.164.030 A 3,5 and 8), the sensitive, low intensity development on parcels beyond the ULL (General Plan Guiding Policy 2.6.5) and the adjacent land use (A-20, greater than two acres) which mandates a maximum building height of 30 feet (Municipal Code 17.20.060);

- Applicant has not provided data demonstrating a strict 31% demand for onsite parking at the Vineyard Lodge Housing Site. The May 12, 2016, Vineyard Lodge Traffic Study (Dated November 2, 2016), references 96 student residents and 42 cars in the parking lot at the Vineyard Lodge (Demand ratio of 44%). The Greystone May 2016 traffic study (Table 7, Footnote 1, report dated November 17, 2016), references 45 students residing in the Greystone dormitory and parking demand is 70%. The Applicant's submitted documents clearly identify a significant parking demand discrepancy between student residents at the Vineyard Lodge (theoretical 31%, actual 44%) and Greystone (70%). The Applicant's requested parking variance should be denied and the required 1:1 ratio of beds to parking spaces should be required at the Vineyard Lodge;

- If Applicant wants to expand enrollment from 200 to 300 students, the Greystone and other Applicant owned sites should be evaluated to fulfill additional requisite housing and parking capacity requirements;

- The 1993 Use Permit (Resolution 93-105) approved the construction of two dormitories and allowed for a third dormitory, with Use Permit Amendment, on the Greystone Campus. "The CIA was previously approved to build two additional dormitories on the slope behind Greystone. The permits for those structures were not vested and have since lapsed." (Public Hearing Staff Report, August 28, 2008), This building site option remains as a viable alternative without the cumulative impacts of the Vineyard Lodge expansion project;

- The Greystone Campus has space to facilitate resident housing expansion, will eliminate the need for additional shuttle bus trips from the Vineyard Lodge and will not result in additional visual impact;

- The Vineyard Lodge site is too small to expand the housing capacity from its current 101 to the proposed 224 student residents while maintaining compliance with the Municipal Code and General Plan of St. Helena. The Vineyard Lodge site is fully developed in its present state.

Noise:

Potentially Significant Impact (Categorized Less than Significant, IS/MND Page 41)

- A substantial permanent increase in ambient noise levels in the project vicinity above existing without the project.

Setting/Impact Analysis (IS/MND Pages 42-44)

- Noise study conducted on June 15, 2016. The existing housing facilities were not occupied as students were on break. The measured noise levels represent the lowest noise levels likely to be encountered in the area. Overall, the noise measurements indicate that the noise environment in the project area is generally quiet and consistent with the rural setting.
- At project operation, the onsite land use at the Vineyard Lodge, and associated noise environment, will continue to be typical of a multi-unit development (dormitories).
- The expansion of the Vineyard Lodge site is not expected to introduce a substantial permanent increase in the ambient noise environment.
- Gatherings could include up to 120 students who would live on the site.
- In addition, the CIA regulates activities at the Vineyard Lodge to prohibit amplified music outside, enforces a 9:30 p.m. noise curfew and prohibits non-residents from attending events on the quad.
- Student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m.

Mitigation Measure (Not Offered by Applicant)

- Permanent noise was subjectively categorized as Less than Significant, therefore, no mitigation measure was offered.

The Applicant has failed to identify and adequately mitigate the impacts for Noise for the following reasons:

- The Noise Study was actually conducted in April-May 2016 while there were no students onsite at the Vineyard Lodge. As such, the results of the noise study are inaccurate since actual onsite student noise contribution was not measured and not considered for mitigation;

- Key findings of the study were not predicated on the proposed 224 students residing at the Vineyard Lodge. The IS/MND states, "Gatherings could include **up to** 120 students that live onsite." Does this set a maximum outdoor activity limit of 120 students that live onsite? What about participation by the other 104 student residents?

- What is the compliance history of the CIA noise regulations including no amplified outdoor music, 9:30 p.m. curfew and prohibition of non-resident attendance? The CIA should be specific as to what means and by whom are these prohibitions enforced. The CIA should state the policy for violating any of these stated prohibitions.

- The Applicant should be required to address the increase in traffic noise resulting from the increase in number of permitted student cars from the reportedly 31 to 72?

- Applicant's statement, "Student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m." is simply not believable. The proposed expanded Vineyard Lodge is a multi-unit college dormitory that will house 224 students with all parking located on the perimeter of the site. College students keep late hours and are typically loud.

- The Noise Study did not contemplate the effect of noise emanating from the Vineyard Lodge toward the two residential building sites located directly across Pratt Ave.

Population and Housing:

Potentially Significant Impacts (Categorized Less than Significant, IS/MND Page 45)

- Induced substantial population growth in an area.

Impact Analysis (IS/MND Page 45)

- Project construction activities at the Vineyard Lodge Housing site would result in a maximum occupancy of 224 students onsite, which equates to a net increase of 123 students.

Mitigation Measure (Not Offered by Applicant)

- Population Growth was subjectively categorized as Less than Significant, therefore, no mitigation measure was offered.

The Applicant has failed to adequately identify and mitigate the impacts for Population and Housing for the following reasons:

- The increase in resident student population from 101 to 224 is concentrating 123 additional students at the project site.

- Notwithstanding the PQP zoning of the site, this significant increase in residential density is not consistent with the surrounding agricultural land use and scenic surroundings (Municipal Code 17.168.050 G)(Municipal Code 17.164.030 A 3,5 and 8) and is in conflict with the General Plan guiding principle (2.6.5) of sensitive development on parcels located beyond the ULL.

Transportation/Traffic:

Potentially Significant Impacts (IS/MND Page 48)

- Conflict with applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

Impact Analysis (IS/MND Page 50)

- With the project, the intersection of Pratt Ave/SR HWY 29 WB will operate unacceptably under Level of Service "F" during the AM and PM peak hours.

Mitigation Measure (IS/MND Page 50 , Trip Capacity - Not formal Mitigation Measure)

- The CIA is proposing to increase the capacity of its three shuttle buses that transport students from the Vineyard Lodge to Greystone.

The Applicant has failed to adequately identify and mitigate the impacts for Transportation/Traffic for the following reasons:

- The Traffic Impact Report ("TIR") only considers peak A.M. and P.M. shuttle bus trips from Vineyard Lodge to Greystone. The TIR fails to consider the full magnitude of personal trip usage of the 72 permitted cars located at Vineyard Lodge;

- The TIR incorporates a theoretical estimate of the traffic contribution from the Las Alcobas Hotel driveway, which is located at the intersection of Pratt Avenue/HWY 29. The TIR may prove to be inaccurate when the actual traffic impacts resulting from the Las Alcobas Hotel begins operating at full capacity (Sometime after its opening in 2017). Since the Las Alcobas Hotel is a large project (68 guest rooms plus a restaurant serving the general public), with potentially significant impacts in the same area as the proposed project and the proposed Beringer projects, it would be prudent to deny the proposed Vineyard Lodge expansion project until the actual full traffic impacts can be further determined.

Utilities/Public Services:

Potentially Significant Impacts (All categorized as Less than Significant, IS/MND Page 55)

Impact Analysis (IS/MND Page 56-57)

- (Wastewater Treatment). At the Vineyard Lodge Housing Site, the sanitary sewer management system will accommodate a peak daily flow of approximately 9520 gpd which equates to a projected net increase of 1960 gpd over existing capacity (flow);

- (Sufficient Water Supplies). The total water allotment across the two sites amounts to an average of 20,650 gpd. The Applicant proposes to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites to accommodate the increase in housing at the Vineyard Lodge site.

Mitigation Measure (None offered)

- Utilities/Public Services was subjectively categorized as Less than Significant, therefore, no mitigation measures was offered.

The Applicant has failed to adequately identify and mitigate the potential impacts for Utilities/Public Service for the following reasons:

- The Wastewater Feasibility Analysis for the expanded Vineyard Lodge housing reports the anticipated peak daily flow of approximately 9520 gpd. The current average recorded flow is 6373 gpd. The actual increase in average daily flow from the expanded Vineyard Lodge will be a minimum of 3147 gpd (an increase of 49%, rather than the 1960 gpd cited above in the Impact Analysis);

- Additionally, the onsite equalization pump tank is sufficiently sized to allow for only off-peak discharge to the City sewer;

- Odor Control. The Wastewater Feasibility Study for the Vineyard Lodge references, "There should be no noxious odors from a properly designed and operated treatment system. See Alternative Courses of Action for operation alternatives." No odor control mitigation is listed under Alternative Courses of Action;

- The Water Availability Analysis - Greystone and Vineyard Lodge reports data records which reflect the Baseline Existing Demand of 23,478 gpd, which is well above the current allotment of 20,650 gpd;

- The Proposed Water Use Demand is expected to be 21,667 gpd (Annual use adjusted to 19,796 gpd.) These are theoretical calculations and actual water demand could continue to exceed water allotment volumes.

Mandatory Findings of Significance:

(Degrade the Environment) Less than Significant (IS/MND Page 56)

(Cumulatively Affect the Environment) Less than Significant (IS/MND Page 56)

The Applicant has failed to adequately identify the Mandatory Findings of Significance for the following reasons:

As presented in this paper, the Applicant has failed to thoroughly analyze each of the environmental factors that are potentially affected. Many of the technical studies, which are the basis of the Applicant's subjective findings, are "nuanced" on a conditional set of variables, or factors, rather than evaluating the potential impact in its entirety. Contradictions in conclusions between the Applicant's technical reports have been brought forth to reflect the effect each has on the degree of significance of impact. As a result, the impact is either not mitigated or the mitigation measure offered is ineffective.

The Applicant's Initial Study/Mitigated Negative Declaration does not properly identify nor mitigate all of the Potentially Significant Impacts to the environment. Pursuant to CEQA Section 21082.2.d. "If there is substantial evidence, in light of the whole record before the lead agency, that a project may have a significant effect on the environment, an environmental impact report shall be prepared." In the event the Planning Commission and City Council find that the project does not fail on the criteria of Design Review or Use Permit findings, the Applicant should be required to perform an EIR to fully delineate the Potentially Significant Impacts to the environment.

Public Comment 17

From: bertz345@aol.com
To: Lilly Bianco
Subject: PRATT AVENUE CIA DORMS
Date: Wednesday, February 15, 2017 3:55:36 PM

My name is Linda Bertoli I have lived on Pratt Avenue for forty years. I see the CIA plans to expand. their facility on Pratt. I am not for this . For years the community has been asked to cut back on their water usage. We all try and do the best we can. We are a community and appreciate living here. We are friends and neighbors.

It is my understanding the CIA want to double the size of the existing dorms with 3 new multi-story buildings. With an increase of over 120 students, they will probably want sinks, toilets, showers and probably clean linens . I wonder if they would be sensitive to our constant water shortage . They would be strangers in our community. Pratt is a country lane with no side walks. There was an accident in front of our house killing 4.
Every day I drive to town I see worke'rs cars (probably 40 or more) working on the hotel at Main and Pratt. I am sure no one knows the impact of that hotel. (the corner of Pratt and Main) Then we will have several more years or worker's cars. I wonder how many of these workers are even from Napa County .

I wonder, also, who are these students? are they taking a year-long class or a couple from the east taking a 2-week class in egg whites and visiting the Napa Valley (staying in the dorms with no hotel tax)

Do we have to say "yes " to every one who shows up with a wad of cash? Is there room on our roads for a couple hundred more cars?

So if anyone wants to know ..... I am against this CIA dorm expansion... Linda Bertoli 345 Pratt Ave. 963-2293 2/15/2017

Public Comment 18

From: Lars Kronmark
To: Lilly Bianco
Subject: lars and a note about Pratt and CIA
Date: Wednesday, February 15, 2017 5:18:46 PM

Attn: Mayor Alan Galbraith, Grace Kistner, Chairperson, Bobbi Monnette, Commissioner, Sarah Parker, Commissioner,
Tracy Sweeney, Commissioner; Noah Housh, Planning & Community Improvement Director, Lilly Bianco, Contract Planner

In 1995, I had the pleasure of being part of the Opening Team for the Culinary Institute's Greystone Campus. In 2000, I moved to St Helena with my family where we now have our roots and a son who just graduated from the High School. I am a Faculty Member at the C.I.A. and am involved in our town as much as my time allows. For example, I am a long serving Board Member of the St. Helena Farmers' Market.

I am writing this letter in support of the expansion and beautification of the C.I.A's Student Housing on Pratt Avenue that will be discussed at the Planning Commission's Meeting next Tuesday.

Our students are committed to being positive and well behaved residents of St. Helena. Wherever I go in St Helena, I see them walking, biking and shopping with lots of energy and acting in a professional manner. I think we are very fortunate to have this "younger age group" in the valley at a time when 1) many of our towns are inhabited with an aging population and 2) an increasing number of homes have become second homes owned by people who only only spend a few months of the year in the valley.

In addition, the students take great pride in responding to the many requests for assistance at fundraising events from local Non-Profit Organizations such as the Cameo Cinema, the Fire Department, the Farmers' Market and many many more.

I hope you will agree that we are very fortunate to have this energetic and professional support in our town..

I am asking for your kind assistance in approving the proposed plans for the expansion and beautification of the Student Housing at Pratt Avenue - for today's students and those in the future.

I thank you for your consideration.

Best regards

Lars Kronmark

Lars Kronmark

Professor CWP

Culinary Institute of America at Greystone

Agenda Item #5.2.

Public Comment 18

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St Helena CA 94574

Home Address

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City of St. Helena

Culinary Institute of America Campus Master Plan

Response to Comments
on the
Draft Initial Study/Mitigated Negative Declaration

February 21, 2017

RESPONSE TO COMMENTS ON THE DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

CULINARY INSTITUTE OF AMERICA CAMPUS MASTER PLAN
GREYSTONE CAMPUS AND VINEYARD LODGE HOUSING

This document provides responses to comments received on the Public Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Culinary Institute of America Campus Master Plan (hereinafter referred to collectively as the "project"). These responses address issues raised by the comments and clarify and reiterate discussion provided in the IS/MND. This document also includes corrections and additions to the IS/MND in response to comments received. These corrections and additions clarify or correct text in the IS/MND, but do not change the findings or conclusions of the analysis. This response to comments document along with the Draft IS/MND constitutes the Final IS/MND.

In accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended) (California Public Resources Code 21000 et. seq.), the IS/MND was circulated for a 20-day public review and comment period from December 9 to January 3 and extended for another 20 days, until January 23, 2017, for a total comment period of 40 days. Twelve (12) comment letters were received on the IS/MND. To the extent possible, comment letters received outside of the public comment period were also responded to. As explained herein, in light of the whole record, the City of St. Helena finds that all potentially significant impacts have been adequately addressed in the IS/MND and this Response to Comments.

CEQA REQUIREMENTS

CEQA Guidelines Section 15074 identifies the responsibilities of the Lead Agency when considering the adoption of a Negative Declaration or Mitigated Negative Declaration:

(a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.

(b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence[1] that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Consistent with CEQA requirements, the City of St. Helena has reviewed and considered all comments received on the IS/MND. CEQA does not require the lead agency to prepare a response to public comments received on a Negative Declaration or Mitigated Negative Declaration. Nevertheless, the City of St. Helena has prepared this document to fully disclose all public and agency comments received and to provide responses to those comments.

[1] "Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code Secs. 21080(e), 21082.2(c); Guidelines § 15384).

ORGANIZATION OF THIS DOCUMENT

Section 1 includes a "List of commenters on the Draft IS/MND." The comments received on the Draft IS/MND and responses to those comments are included in Section 2, "Responses to Public Comments." Section 3 provides, "Revisions to the IS/MND," which includes corrections and additions to the IS/MND. Corrections and additions to the IS/MND are shown in underline for new text added and in ~~strikethrough~~ for text that was deleted. Section 4, "Summary" contains a summary of this responses-to-comments process and subsequent action by the City of St. Helena regarding the project.

1. LIST OF COMMENTERS ON THE DRAFT IS/MND

The MND was circulated for a 40-day public review period that began December 9, 2016 and concluded on January 23, 2017. The City of St. Helena received a total of 12 comment letters on the IS/MND (see commenters 1-12 below). Written comments received during the public review of the IS/MND were from the individuals listed below:

1. Tom Thurmond, December 23, 2016
2. Tom Belt, December 23, 2016
3. Celia Lenson, December 26, 2016
4. George Caloyannidis, December 26, 2016
5. Donna Hinds, January 11, 2017
6. Tom Rinaldi, January 11, 2017
7. Dianna Varozza, January 17, 2017
8. D Packman, January 9, 2017
9. Carol Norfleet, January 18,2017
10. Anthony Micheli, January 13, 2017.
11. Paul Bertoli, January 19, 2017
12. Priscilla Dell, January 24, 2017

Section 2, below, provides the City's responses to comments received. A number of written comments received conflate points and opinions relevant to the project's merits with points pertinent to the potentially significant environmental effects of the project. As required under CEQA, the Response to Comments focuses on points relevant to the environmental review and limits discussion of comments related to the project's merits and which do not directly relate to the adequacy of the environmental document. Pursuant to CEQA Section 15073, a lead agency is not required to prepare formal written responses to comments on a mitigated negative declaration. Nonetheless, the City has prepared formal responses in an effort to provide a greater level of clarity and disclosure.

Comment letters received on the IS/MND involved variations of many of the same themes. To avoid redundancy and fully address all comments and concerns, the City has prepared "Master Responses," which serve as topical responses to address those comments replicated across comment letters. The Master Responses are followed by responses to individual comments letters and which address points not covered under any Master Response. The City reviewed and

considered all comments received. In no instance did the comments result in the identification of a new or previously unidentified significant impact.

Master Responses on the IS/MND centered on the following issues:

1. Aesthetics
2. Public Utilities
3. Traffic
4. Safety
5. Project Alternatives
6. Preparation of an EIR

2. RESPONSE TO COMMENTS RECEIVED

MASTER RESPONSE 1. AESTHETIC IMPACTS

The commenters assert that the building(s) proposed for 830 Pratt Avenue will adversely impact existing view sheds and that the scale and height are inconsistent with the rural character of the neighborhood and would cause an adverse impact to the visual environment.

As described on page 13 of the IS/MND, the City of St. Helena has not identified any specific vistas or viewsheds subject to protection, but rather, states that the sense of a strong connection to the surrounding agricultural open space and hillsides should be preserved in the future and that views of Vineyards, hillsides, creeks and major landscape features should be maintained. Consistent with the requirements of CEQA Section 15125, projects are to be analyzed against baseline conditions, which is generally interpreted to mean the physical condition existing at the time the environmental document is prepared *and*/*or* in limited circumstances, the physical condition projected to exist when a project becomes operational. Accordingly, the baseline conditions against which the proposed project was analyzed include a previously developed site in an otherwise agricultural and residential area with two existing dormitories, one to two stories in height, and exhibiting a total of 27,662 square feet and a parking lot with 85 spaces. The subject site is directly proximate to a series of three water treatment ponds (northeast of the site), and the Beringer Winery production facility that includes warehouses, offices, and a tank farm. At present, the site provides for intermittent views of surrounding vineyards and hillsides located to the east and west.

Pursuant to CEQA, a project may cause a significant impact to the visual environment if it would, amongst other things, have a *substantial* adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. To discern whether or not the project would cause a substantial adverse impact to a scenic vista or existing visual environment, the applicant prepared a Visual Impact Assessment based on the Bureau of Land Management methodology (**Appendix U of the IS/MND**). The Visual Impact Assessment evaluated modifications to the aesthetic environment for the foreground, mid-ground and background views from eight representative viewpoints and in relation to seven landscape components, namely, landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. It was determined that in most instances, the project would not measurably alter the viewers' perception of the visual environment, or degrade or obstruct existing scenic vistas i.e. the site would continue to read as multi-story dwelling units (dormitories) in an otherwise agricultural and residential area and continue to provide intermittent view of the surrounding agricultural areas and hillsides.

Certain viewpoints along Pratt Avenue, namely, VP1, VP4, and VP6 (as set forth in the Visual Impact Assessment, Appendix U of the IS/MND, would be subject to a greater level of change primarily due to the replacement of surface parking with buildings B and C. Nevertheless, it was concluded, based on the Visual Impact Assessment, that new construction would be of a scale and character consistent with the existing Vineyard Lodge II and that building design and colors will serve to limit changes to the visual environment. Last, mitigation measure AES-1 was introduced to ensure that the final landscape plan will exhibit a level of vegetative screening commensurate with that proposed, which will screen new buildings and therefore sufficiently limit visual changes to a less than significant level. Accordingly, the project is not expected to cause a *substantial* adverse effect on a scenic vista or *substantially* degrade the existing visual character or quality of the sites and its surroundings relative to the existing condition and impacts would be less than significant. No further analysis is therefore warranted.

MASTER RESPONSE 2. PUBLIC UTILITIES

Commenters assert that the Crinella pump station and wastewater Treatment Plant are inadequate to serve the project. In addition, commenters have indicated a concern related to adequacy of potable water supplies and presumed use of groundwater.

Under CEQA, a project may cause a significant impact if it would, "require or result in the construction of new water or wastewater facilities, the construction of which could cause significant environmental effects." As described on page 56 of the IS/MND under impact 16(B), the Vineyard Lodge project would result in a net increase of wastewater relative to existing conditions. However, the applicant is proposing on-site retention and treatment such that there would be no increase in instantaneous peak flows and therefore the loads placed on the sewer system would be largely consistent with those existing. This theoretical assumption will be confirmed pursuant to to condition of approval No.45, which requires the applicant perform a sewer capacity study.

In addition, the applicant is subject to a sewer impact fee assessed with the purpose of funding future upgrades and expansions of the wastewater collection system, treatment plant and/or associated pump stations. The assessment of development impact fees constitutes a uniformly applied development standard which is reflected as a condition of approval. It is presumed that impact fees will be imposed on the project and because the assessment of mandatory impact fees would cover the project's fair share contribution, any impacts subject to said fees would be less than significant and therefore no mitigation is required.

It should be further noted that, under state law, impact fees may only be collected to cover the impact of new development on existing infrastructure. Impact fees cannot be used to correct "existing deficiencies". Funding for maintenance and improvements to the City's wastewater infrastructure to correct existing deficiencies is from Wastewater utility rates (paid by consumers).

Crinella Pump Station

The Crinella Pump station serves properties located in northeast St. Helena. According to available records, the Crinella Pump station has undergone recent upgrades pursuant to mitigation imposed on the Los Alcobas Hotel project, which included the installation of a new 6" force main (to replace the existing 4" main) and 10" containment pipe that extends a distance of 1,210 linear feet from the Crinella pump station to the existing sewer system at the intersection of Railroad and Fulton Avenues.

To address the net increase in effluent, the CIA project applicant proposes upgrades to the SS primary treatment system which will include new septic and pump tanks. In addition, a new equalization pump tank will be used to collect and store effluent. The equalization pump will utilize onsite storage capacity and equivalent pumps to maintain the same instantaneous peak flow of the existing facility. As a result, there will be *no* increase to the instantaneous peak flow rate to the Crinella Pump Station relative to that which currently exists. No increases in peak flows will occur from implementation of the proposed expansion of the dormitories. Similarly, timed dosing (conveyance) of primary treated effluent during off-peak hours would further reduce loads placed on the pump station and Wastewater Treatment Plant. The retention of the same instantaneous peak flow and timed dosing during off-peak hours will prevent any adverse impacts to the Crinella pump station. When considered individually *and* in conjunction with other approved/ reasonably foreseeable projects, the expansion of the Vineyard Lodge Housing is not expected to place a demand on the Crinella pump station that could not be accommodated by the current system.

Wastewater Treatment Plant

From the Crinella Pump stations, flows are conveyed to the St. Helena Wastewater Treatment Plant. The Treatment Plant exhibits a dry weather treatment capacity of .5 million gallons per day (MGD) and a wet weather capacity of upwards of 2.8 mgd. On average, the WW Treatment plant treats approximately 400,000 gallons per day. Accordingly, the expected increase in flows generated by the subject project, which equate to 3,232 gpd, would be considered minimal. Further, because the project will provide on-site treatment, the effluent conveyed to the WW Treatment plan is expected to have 45 percent less Biological Oxygen Demand (BOD) relative to typical domestic water. Likewise, on-site treatment will also reduce Total Suspended Solids (TSS) by 80 percent relative to typical domestic water. Given that the net increase in effluent constitutes a relatively negligible amount and that the project applicant proposes primary on-site treatment, the loads placed on the wastewater treatment plant are minimal and not expected to generate an adverse impact.

Commenters allude to the fact that the California Regional Water Quality Control Board has ordered that upgrades be made to the City's Wastewater and Treatment Plant as a basis for the asserting that the sewer systems is inadequate to accommodate the proposed project. As a condition of 2016 NPDES permit reissuance, the City must come into compliance with current effluent limits for BOD and TSS by the year 2021. The NPDES permit authorizes discharge into the Napa River (a non-tidal waterway) given the absence of other feasible alternatives, *with* the stipulation that the City meet more stringent standards for BOD and TSS which are attainable by implementing more advanced secondary treatment. The city has until 2021 to come into compliance with the effluent limits and in the meantime is required to meet "interim" effluent limits.

Given that the amount of effluent generated by the subject project is, in relative terms, a minimal amount and that the project would perform primary on-site treatment to significantly reduce the level of BOD and TSS, the loading capacity placed on the Wastewater Treatment plant can be accommodated and the project would not cause the Wastewater Treatment Plant to exceed any of the effluent limits imposed on the facility now or in the current permit term. Further, the applicant will be assessed a sewer impact fee between 71 cents/ sq.ft. (Multi-Family Residential) to 94 cents/Square foot (lodging), equating to a total assessment value between $18,172.45 and 24,059.30. The sewer (wastewater) impact fee accounts for the costs associated with maintenance and improvement to the Wastewater Treatment Plant and Sewer Collection System in order to support new development. With sewer system upgrades proposed

by the project and the assessment of impact fees, the project is not expected to exceed or otherwise negatively impact the existing sewer system and infrastructure.

To conclude, given that the project would not increase the instantaneous wastewater peak flows of the site nor exceed the available capacity or effluent limits of the St. Helena Wastewater Treatment Plant and that the applicant would also pay the sewer impact fee which is commensurate with their fair share contribution, impacts related to wastewater would be less than significant. While no further analysis is warranted, the IS/MND will be updated to clarify and expand on the analysis to more accurately represent the project's relationship with the Wastewater Treatment system. In addition, an incorrect reference to the peak daily wastewater flows and anticipated increase will be corrected. The following changes to the language included on page 57 of the IS/MND, 16(a) will be made, as shown below:

A. **(Exceed Wastewater Treatment Requirements)** Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately ~~9,520~~ 9,605 gallons per day (gpd) which equates to a projected net increase of ~~1,960~~ 3,232 gpd over the existing ~~capacity~~ average recorded flow of 6,373. Effluent will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. A new equalization pump tank will be used to collect and store effluent. The equalization tank will provide approximately 12.5 hours of retention time at the anticipated peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City's sewer system. The equalization pump will utilize on site storage capacity and equivalent pumps to maintain the same instantaneous peak flow discharge as the existing facility. As a result, there will be no increase to the instantaneous flow rate to the City sewer system and therefore no adverse effect on the sewer system capacity. No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours would prevent any adverse impacts to the City sewers.

The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of ~~maintaining~~ improving the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

Ground Water

As stated above, several commenters purport that the proposed project will use groundwater and express concerns that there is not a sufficient level of groundwater in the aquifer to serve the subject project.

As detailed on page 65 of the IS/MND, the CIA maintains two separate water agreements applicable to the Greystone Campus and Vineyard Lodge Housing Site. The current water allotments authorized by the Agreements allocate an average of 15,900 gpd to Greystone and 4,750 gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet (AF) per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year.

The Greystone site has one existing well which may be used for landscape irrigation or domestic water use and will continue to be used as such under a new joint water use agreement. There is no new landscaping proposed for the Greystone site and no expectation that the project would result in a substantial increase to the amount of groundwater extracted from the onsite well. There are no groundwater wells at the Vineyard Lodge Housing Site and none are proposed. Rather, water supplies at the Vineyard Lodge Housing Site are provided by the City's municipal water supply, of which approximately 49% percent is sourced from Bell Canyon reservoir, 31% is provided by the City of Napa and approximately 20 % from Stonebridge Wells.

As specified in the IS/MND, the project will not result in a net increase to water use and will, like all water customers, be subject to water use restrictions imposed during dry years. Additionally, under the Water Agreements, the applicant will continue to be required to monitor and report City water use on a regular basis and be subject to penalties in the event that authorized water amounts are exceeded. Given the above, there is no expectation that the proposed project would exceed available water supplies or necessitate new or expanded water entitlements. Accordingly, no further analysis is warranted.

MASTER RESPONSE 3. TRAFFIC

Commenters assert that the project would cause traffic impacts which may be cumulatively significant and that sufficiency of parking on the Vineyard Lodge Housing Site at 830 Pratt Avenue is inadequate.

Traffic impacts/ LOS delays

The traffic analysis prepared by traffic consultant, Crane Transportation, was conducted in accordance with CEQA and appropriately determined that the project would not generate significant traffic impacts, cumulative or otherwise, and as detailed below.

The project's traffic impacts were evaluated consistent with the requirements of CEQA in Section 15, 'Transportation/Traffic,' of the IS/MND. The Traffic consultant, Crane Transportation, performed traffic counts on Thursday, May 12, 2016 for the period from 6:00 AM to 6:00 PM to establish the existing condition exhibited by the study intersections. Volumes were then seasonally adjusted consistent with Caltrans' PeMS (Performance Measurement System) peak season data for S.R. 29-128 to represent peak season conditions.

Traffic and intersection operations were evaluated using level of service calculations. Level of Service (LOS) provides for a qualitative description of operations that range from "LOS A," whereby the roadway exhibits excess capacity and little or no delay is present, to "LOS F," whereby the volume of traffic exceeds the capacity and generates long queues and excessive delays. Typically, "LOS E" represents "at capacity" conditions and "LOS F" represents "over capacity" conditions.

For side street stop-controlled intersections, such as that exhibited by the Pratt Avenue/ SR 29 intersection, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements. In an effort to evaluate the project's reasonably foreseeable impacts, traffic impacts were evaluated under existing, baseline (2018), and future (2035) scenarios.

As detailed in the Traffic Analysis, the significance criterion established by the 1993 St. Helena General Plan and applicable to the subject project reads, *"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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.*"

Under existing conditions without the project, the Pratt Ave/ SR HWY 29 WB intersection exhibits an LOS "D" under the AM Peak hour and LOS "E" under the PM Peak Hour and therefore the level of service is *already* below that considered acceptable by the General Plan, which is LOS C. Under baseline and future scenarios, the intersection further degrades to LOS "F" under conditions *without* the project.

In accordance with the significance criteria applicable to the project, a warrant threshold analysis was undertaken to determine the need for signalization. There are 9 possible tests for determining whether a traffic signal should be considered for installation. As detailed on page 9 of the traffic Study (**Appendix Q**) These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2014, California Supplement.

As stated in the Traffic Impact Report and on page 52 of the IS/MND, signal warrant thresholds were *not* met and therefore signalization is not needed and the project is not required to install signalization or otherwise mitigate for an impact. Accordingly, the Vineyard Lodge's contribution to traffic delay is determined not to be so substantial as to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system and does not constitute a potentially significant impact necessitating mitigation.

The commenters' concerns related to the delay on Pratt Ave/SR Hwy 29 WB Intersection. While the traffic study does confirm the assertion that the Pratt Avenue/ SR Hwy 29 intersection exhibits a deteriorated LOS under all scenarios (existing, baseline, and future), the substantial delay is an existing condition and continues to occur under future scenarios both with *and without* the project. The project's contribution to the existing delay is not great enough to trigger the need for signalization. The need for signalization at the Pratt Avenue/SR 29 intersection will continue to be monitored as subsequent project's trigger the need for a traffic study/warrant analysis and as needed to inform the Napa Valley Transportation Authority (NVTA) circulation plan updates and Caltrans studies. Further, the project will be assessed a traffic impact fee which will help pay for circulation improvements to reduce the impacts of traffic generated by new development within the City. Finally, all subsequent projects subject to CEQA will be required to evaluate their respective traffic impacts and contributions to roadway delays and mitigate accordingly. Given the above, the IS/MND's conclusion that the project will have a less than significant impact and the determination that the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system remain valid.

Cumulative Traffic Impacts.

To determine whether impacts may be "cumulatively considerable" the City directed the traffic consultant to evaluate traffic under the existing, baseline, and future year scenarios. The baseline scenario accounts for traffic generated by "pipeline projects" or those which are approved and/or reasonably expected to be constructed in the next 2-3 years; the traffic study accounted for traffic generated by the Los Alcobas project; however, no other approved major projects were anticipated at the time the traffic study was prepared in November 2016. For the future year scenario, the traffic impacts included pipeline projects (Los Alcobas) *and* applied a 2.25 percent growth rate to reflect buildout of the General Plan in 2035.

Under CEQA, a traffic impact could occur if the project would (amongst other things) "Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system…" As stated above, the City's significance criterion applicable to the project is outlined in the General Plan, and reads: "*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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis."*

As detailed in the traffic study and MND, when the project's traffic impacts are combined with the anticipated traffic impacts of other past, present, and probable future projects in the area, they do not cumulatively increase traffic levels above the City's significance threshold (i.e. warrant thresholds were not met under any of the scenarios). If this potential were to exist, the environmental document would be required to mitigate cumulative impacts. However, because, taken together, the existing, baseline, and future scenarios do not cumulatively exceed the significance thresholds, the projects traffic contributions are not "cumulatively considerable" meaning that the project does not have a potential to result in cumulative impacts and no further consideration of cumulative impacts is warranted.

Parking

Commenters assert that the level of parking proposed for the Vineyard Lodge Housing expansion is not sufficient and that residents of the Vineyard Lodge will park along Pratt Avenue.

A deficiency in parking does not in and of itself trigger a mandatory finding of significance nor is it necessarily considered a potential significant environmental impact; if however, the parking deficiency would contribute to or otherwise generate traffic congestion, safety hazards, etc, it may be a significant environmental impact. Because the Project and the proposed Vineyard Lodge Housing site has been planned and proposed to accommodate the transportation needs of its students through the provision of designated spaces and in conjunction with other means enumerated below, there will be no direct or indirect parking related impacts that would cause a potentially significant impact on the physical environment and no further analysis is warranted.

As stated on page 17 of the Traffic Impact Report (**Appendix Q**), the Traffic Consultant, Crane Transportation, performed hourly on-site parking surveys on Thursday May 12, 2016, which was considered to be a "typical day" at the CIA Greystone campus and Vineyard Lodge Housing Site. As detailed in the Traffic Impact Report (TIR) (which is incorporated into the IS/MND), at maximum, 42 vehicles were parked in the 85 space parking lot at the Vineyard Lodge Housing site. East of the main building, in the service parking area, there was one to three service vehicles parked throughout the day. At all times there were 43 or more available parking spaces in the parking lot. It was noted that permits were not readily displayed and therefore, the site did not appear to be monitored for permit holders versus visitors. Based on information obtained from the applicant, it is understood that 31 parking permits have been issued to students and therefore, it is assumed that vehicles in excess of that belong to visitors. The purpose of the parking analysis was to determine the appropriate number of parking spaces to provide a sufficient level of off- street parking for residents; as such, the TIR did not account for vehicles parked off-site and/or along Pratt Avenue.

As stated above, for the existing 101 rooms at the Vineyard Lodge Housing Site, only 31 parking permits have been issued. As such, it is reasonably concluded that the parking counts from May 2016 reflect the 31 permitted vehicles and approximately 10 visitor vehicles. With both resident and visitor vehicles, there remained an excess capacity of 43 parking spaces.

There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue *or* not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. Mitigation Measure LU-1 specifies:

> *" To minimize reliance on vehicles, the applicant shall provide a minimum of five (5) on-demand bicycles to be available to residents on an as-needed basis. If there is an increase in student demand for bicycles beyond the number provided, the applicant is required to increase the number of bicycles available for dormitory residents to meet the demand. Bikes shall be maintained in good functioning condition and be readily accessible to residents. The applicant shall provide a written statement detailing how the on-demand bike service will function for review and approval by the Planning and Community improvement Director prior to building permit issuance. The bikes shall be made available for use upon certificate of occupancy for whichever building is constructed first."*

By providing parking permits and spaces at a level consistent with the "typical" demand and complying with Mitigation Measures LU-1 which requires an on-demand bike program, the demand for parking is not expected to exceed that provided by the project. As such, the provision of 69 designated parking spaces consistent with the ratio currently exhibited by the

subject site, is reasonable and is not expected to cause an adverse physical impact on the environment.

Finally, in regards to on-street parking — parking is allowed along Pratt Avenue insofar as there is adequate shoulder widths (8 feet) and where adequate shoulder widths do not exist, parking is prohibited and denoted by red striping. Vehicles parked in appropriate locations along Pratt Avenue do not pose a safety hazard or otherwise generate a significant impact on the environment and therefore, no further consideration of this matter is warranted.

MASTER RESPONSE 4**.** SAFETY

Commenters note the poor condition of the Pratt Avenue Roadway and indicate that its current condition is not sufficient to maintain safety and that the CIA should do more to remediate the unsafe road conditions.

As stated on page 49 of the IS/MND, Pratt Avenue serves as a two-lane collector that connects Main Street to Silverado Trail on the north side of the City and provides access to both residential and winery uses. The condition of the Pratt Avenue roadway is an existing condition and would continue to deteriorate with *or without* the project. The project's contribution to roadway deterioration of Pratt Avenue is expected to be average and not exceptional relative to the contributions of other users.

The proposed project would result in an increase in the number of students residing at the Vineyard Lodge housing site and attending weekday classes at the Greystone facility. Regular shuttle service would continue to provide transportation between the Vineyard Lodge Housing site and the Greystone campus on weekdays, as students would not be allowed to use a personal vehicle to attend classes at Greystone as stated by the applicant and consistent with the current practice of students enrolled at the CIA. This prohibition will be detailed in the Transportation Management Plan required pursuant to Condition of Approval No.__. Alternatively, some students may choose to walk or bike to classes. However, shuttle buses would continue to be provided from 5:30 am to 9:00 pm with no change in frequency of shuttle trips given the proposed increase in shuttle size. Three on-demand rental cars will be provided for non-school related trips. It is recognized that the increase in traffic trips generated by the project would contribute towards typical wear and tear of the roadway.

The CEQA Guidelines and recent case law, namely, Dolan v. City of Tigard, 512 U.S. 374 (1994), acknowledge that mitigation measures imposed on a project must have an "essential nexus" to a legitimate government interest and must bear a "rough proportionality" to a project's impacts; in other words, the mitigation must be related both in nature and extent to the impact of the proposed project.

The portion of Pratt Avenue that extends from the dormitories to the intersection with Main Street includes the section of roadway which would be most frequently used by the residents of the Vineyard Lodge Dormitory. To ensure that the applicant contribute their fair share towards the maintenance of the most readily affected portion of Pratt Avenue, mitigation measure Trans-2 would be imposed on the project and stipulates that, *"The applicant shall either (1) micro surface the full width of Pratt Avenue along the Project frontage extending to the intersection of SR29 (Main Street), introduce by thermoplastic a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 (Main Street) and Pratt Avenue in accordance with St. Helena Bicycle Plan, 2012, Appendix B – Design Standards for Class I, II, and III Bikeways OR*

(2) pay an in lieu fee of $130,000 to provide funding for the City of St. Helena to perform the requisite improvements."

There is no nexus to require the applicant to contribute towards repaving *all* of Pratt Avenue because the Project, as proposed, will not generate a substantial increase in trips along the entirety of Pratt Avenue and given that the deteriorated condition of Pratt is an existing condition As such, repaving all of Pratt Avenue would be disproportionate to the impacts of the project. By Law impact fees can only be collected to cover the impact of new development on existing infrastructure. In other words, Impact fees cannot be used to correct "existing deficiencies". Accordingly, the mitigation measure Trans-2, set forth in the MND is sufficient to offset project specific impacts and no changes are warranted.

To further clarify, normal street maintenance is performed by the City of St. Helena and may include upgrades to maintain pavement, striping, curb and gutter, street lighting, access ramps, sidewalks and storm drain infrastructure, etc. The City utilizes a computer-based program that helps prioritize roadway maintenance and construction projects based on current Pavement Condition Index and available funding. The program prioritizes roadway maintenance based on level of deterioration and public use. The list of projects are then vetted by City staff and presented to City Council for approval each year. Funding to undertake street maintenance is comprised of General Fund, gas tax, grants, sales tax, and Measure T funding (available 2018).Street maintenance projects programmed in the pavement management plan for Fiscal Year 2016/2017 and 2017/2018 do not currently include Pratt Avenue. However, Staff will develop a new two year pavement management plan in conjunction with the Fiscal Year 2017/2018 budget. This pavement management plan will include more funding than the recent past due to new funding anticipated from Measure T in 2019. Measure T is expected to provide over $600,000 per year to the City of St Helena to be used towards maintenance of streets and sidewalks.

MASTER RESPONSE 5. PROJECT ALTERNATIVES

Commenters ask that alternative sites, including the Greystone Campus, be considered to accommodate housing.

Mitigated Negative Declarations do not require the consideration of alternatives and as such, the scope of the CEQA review was limited to the proposed project. Where an Initial Study establishes that a project will not create substantial or potentially substantial adverse changes to the physical conditions within the area of the project, a negative declaration or mitigated negative declaration is appropriate. Here, the required mitigation measures ensure that the Project will not create significant environmental impacts and as such, the environmental document includes those elements required of an MND: A brief description of the project, location, and proponent's name (CCR §15071[a,b]), proposed finding that the project will have no significant effect (CCR §15071[c]) ,initial study documenting reasons supporting the finding (CCR §15071[d]),and mitigation measures to avoid potentially significant effects (CCR §15071[e]). Negative declarations and mitigated negative declarations do not require analysis of project alternatives because the project as proposed will not have a significant environmental impact. Thus, no alternative sites were required to be analyzed as a part of the Project's environmental review.

MASTER RESPONSE 6. PREPARATION OF AN EIR

Commenters assert that that the project may result in potentially significant impacts, requiring the City of St. Helena to prepare an EIR to comply with CEQA.

Based on the whole record before the City of St. Helena including the Initial Study, all potentially significant impacts can be mitigated to less than significant levels. Therefore, an MND is the appropriate level of environmental review.

The commenters do not detail *how* the project will result in significant impacts nor detail how or why mitigation measures are insufficient. Likewise, there is no specificity as to what significant impacts the project would generate. None of the comment letters received and included herein present a fair argument based on substantial evidence that the Project may have a significant impact on the environment.

"Substantial evidence" includes facts, fact-related reasonable assumptions, and expert opinions based on facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or socioeconomic impacts not related to the physical environment. (Pub. Res. Code §§21080(e), 21082.2(c); Guidelines § 15384). CEQA § 15204(c) advises reviewers that comments should be accompanied by factual support: Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to § 15064, an effect shall not be considered significant in the absence of substantial evidence. At the drafting of this Response to Comments no such factual support has been provided that raises a fair argument that the Project, as proposed, may have a significant impact on the environment.

The City of St. Helena as the Lead Agency, has duly considered all comments received in response to the Initial Study and Mitigated Negative Declaration (IS/MND). The City of St. Helena finds that the IS/MND document itself, and the Lead Agency's responses to comments, are adequate in evaluating potential impacts of the subject project. The City of St. Helena finds that none of the comments on the IS/MND are supported by "substantial evidence" in light of the whole record to create a fair argument as to the significance of any particular impact, either individually or cumulatively, as all significant impacts are either avoided or reduced to less-than-significant levels.

Impacts will be reduced to less-than-significant levels through the following: implementation of the mitigation measures described in the IS/MND and this Response to Comments document; Conditions of Approval, which will be required by the City of St. Helena during the permit process; and compliance with City of St. Helena Ordinances and uniformly applied development standards.

The City of St. Helena has determined that the project does not meet any of the conditions under CEQA Section 15073.5, as described in Section 4.0 Summary below. Therefore, recirculation of a revised IS/MND or the preparation of an EIR is not required. Consistent with the CEQA Guidelines, this response to comments document clarifies the information and analyses in the IS/MND. As such, the IS/MND along with the response to comments achieves the intent of CEQA by disclosing all potential impacts of the project and identifying feasible mitigation measures that reduce impacts to levels below significant..

INDIVIDUAL COMMENT LETTERS 1-12

Commenter: Tom Thurmond
Status: Individual
Date Received: December 23, 2016

Comment 1-1

"Pratt Avenue already has become very dangerous to drivers, bicyclists, and pedestrians. The road surface is in poor condition, which increases the likelihood of accidents leading to death or injury. Resurfacing the small portion from the CIA dorms to Main St. will not resolve that problem. The City needs to require a larger contribution from the CIA toward repaving ALL of Pratt Avenue…"

Response 1-1

See Master Response 4.

Comment 1-2

"There is a major problem with speeding along Pratt. Cars and trucks hurtle along day and night at speeds well over the limit, endangering other drivers, walkers, and bikers. The CIA expansion is bound to exacerbate this problem…"

Response 1-2

The speeds on City arterials are regulated by state and local law which is enforced by the St. Helena Police Department. As detailed on page 46 of the IS/MND, The Vineyard Lodge Housing Site is located near the urban limit line and proximate to the police and fire stations and is well served by public services. Pratt Avenue is patrolled at a level consistent with any other secondary artery (St. Helena Police Department, 2016).. Speed limits are enforced on Pratt Avenue on a random basis (like the rest of the City) to prevent frequent drivers from establishing time periods considered "safe to speed". The Police Department has further indicated that they increase patrols at the request of residents, which typically equates to a few times per year.

The St. Helena Police Department did not issue any speeding citations in 2015 and 7 citations were issued in 2016 — it is unknown whether these citations were issued to residents of Vineyard Lodge. The number of citations issued is not exceptional relative to other areas of the City. For example, in 2016, 10 citations were issued on Pope Street and 6 on Sulphur Springs. As detailed on page 11 of the Vineyard Lodge Traffic Impact Report (**IS/MND Appendix Q**), Accident data provided by the City of St. Helena from SWITRS (Statewide Integrated Traffic Reporting System) for the Pratt Avenue/Main Street intersection revealed that over the past five years, there have not been five or more reported crashes at this intersection within any 12-month period. At most, there were 4 crashes between 10/21/11 and 10/24/12. There were three reported crashes in 2011, one in 2012, two in 2013 and 2014, and one in 2015.

Residents of the Vineyard Lodge Housing site would continue to be subject to state and local laws regulating speeds along Pratt Avenue and elsewhere in the City. Further, that street will continue to be monitored by the St. Helena Police Department and all local and state laws will be enforced. There is no evidence indicating that the proposed project would cause unsafe driving conditions or exacerbate the problem of speeding along Pratt Avenue and no further analysis is warranted.

If speeding on Pratt is of particular concern to the neighbors it may benefit from further consideration. However, this is not a project specific impact and therefore will not be addressed further here.

Comment 1-3

"It is now often nearly impossible to make a left turn from Pratt onto Main due to the heavy traffic on Main. The CIA expansion will further add to this problem. When you include the new Las Alcobas

hotel on the west side of the intersection and the potential increase in traffic associated with Beringer's planned changes at their Pratt Avenue winery, it makes the situation even more dire. I realize that the Pratt/Main intersection is under State control. Nevertheless, the City should proactively be taking measures to mitigate the problem. With the current fiscal problems facing the City, it is incumbent on staff to require the maximum contribution from the CIA to help alleviate the problems they are making worse."

Response 1-3

Please refer to Master Response 3 for a discussion of traffic impacts and discussion of cumulative traffic impacts. Traffic impacts are discussed in the IS/MND on pages 48 to 55.

Commenter: Tom Belt
Status: Individual
Date Received: Dec 23, 2016

Comment 2-1

"The big bucks behind the CIA needs to pay for the increase in size of the waste water line that will be needed to handle the CIA's new dormitories and increased burden of affluent. The current waste water line is already at capacity that services the Crinella housing tract. Adding another 9,520 gallons a day will over burden the line. It's about time our city management makes these big developers pay for the costs of necessary up grades to our utility infrastructures rather than keep passing them on to the current water and waste water customers. All we hear about lately is how inadequate our waste water facility is and how poorly our city's reputation is with the State Water Board. And now the CIA wants to add to this problem. They need to pay!"

Response 2-1

Please refer to Master Response 2.

Comment 2-2

"Also, the article in the Star leads the reader to believe the CIA wants to reallocate its current water use by changing its agreements with the city. If I read the article correctly, it looks like the CIA wants to use more ground water to make up for the demand at the dormitories. Does anyone meter the ground water currently being taken by the CIA? St. Helena has a moratorium on drilling new wells in the residential area of St. Helena, yet the city is okay with allowing the CIA to pump even more water from the ground. Come on St. Helena City Management, get your act together and make these businesses pay for the adverse impacts these developers and developments place on the residents who live here!"

Response 2-2

Please refer to Master Response 2.

Commenter: Celia Lenson
Status: Individual, property owner at 925 Pratt Ave
Date Received: December 26, 2016

Comment 3-1

" CIA Landscaping: Since the structure will double in size, I hope the City will consider that the dorms have beautiful landscaping to mitigate the size of the building. Such as Trees and California Native plants"

Response 3-1

The applicant is proposing a generous amount of landscaping as detailed on project plans, (IS/MND **Appendix K**). As evidenced by the Visual Impact Assessment (**Appendix U)** retention of the existing camphor trees located along the property frontage and the introduction of the landscaping depicted in the landscape plan, will provide a level of screening so as to reduce and soften the visual impact of the proposed buildings. To ensure that the landscape plan is properly implemented and that the type and amount of vegetation is commensurate with that approved, the project is subject to mitigation measure AES-1, which states that, "The final Landscape Plan and proposed vegetative screening shall be subject to review and approval by the Planning and Community Improvement Director prior to issuance of building permit so as to confirm consistency with approved plans.". Accordingly, the analysis and associated mitigation adequately address the aesthetic concerns of the project.

Comment 3-2

"2. CIA Parking: The City has not enforced parking restrictions on CIA. Sometimes, all of Pratt Street looks like a sea of cars. This is a displeased to the Community. No one likes looking at a parking lot considering the cost of the homes on Pratt Street."

Response 3-2

See Master Response 3.

Comment 3-3

"3. Bike Lanes: The bikes lanes are a great idea. I hope the City restricts Pratt parking to the residents on Pratt Street because CIA abuses the parking on Pratt. Many residents have complained… If all the issues are addressed, I welcome the dorms."

Response 3-3

Please see Master Response 3.

Commenter: George Caloyannidis-
Status: Individual
Date Received: Dec 27, 2016

Comment 4-1

" Is there a definition to the application as to who qualifies as a student. I have to assume that whatever that definition is, any other tenants such as staff, instructors etc would be excluded and that there is associated language to that effect."

Response 4-1

The project will be conditioned such that only students, meaning those who are actively enrolled in either the certificate or associate degree programs (1 and 2 years, respectively) may reside on the Greystone Campus or at the Vineyard Lodge Housing Site. This would preclude other tenant types. To avoid ambiguity, the condition will be written to specify exactly who qualifies as a student.

Commenter: Donna Hinds
Status: Individual
Date Received: January 11, 2017 and January 17, 2017

Comment 5-1

The traffic study is inadequate

Response 5-1

See Master Response 3.

Comment 5-2

The noise study is inadequate; baseline noise measurements were not representative of typical conditions.

Response 5-2

As detailed under Section 11 and on page 42 of the IS/MND, to characterize noise levels at the Vineyard Lodge Housing Site, a Noise Study was prepared by consultants, ICF International, on June 15, 2016. Noise monitoring was conducted on the Vineyard Lodge project site to characterize existing noise levels in the project area. The Napa Wine Train was not operating during this time and the existing housing facilities were not occupied because students were on break. The measured noise levels therefore represent the lowest noise levels likely to be encountered in the area. As such, the baseline noise levels against which the project's noise contributions were analyzed served as the *most conservative* method of evaluating noise impacts of the project. The analysis was adequate and no changes are needed.

Comment 5-3

A parking variance should not be issued

Response 5-3

See Master Response 3.

Comment 5-4

There will be adverse visual impacts

Response 5-4

See Master Response 1.

Comment 5-5

The increased population would generate adverse impacts.

Response 5-5

The analysis in the IS/MND accounts for the increase in population across all impact categories, but in particular, under Section 12. Population and Housing, IS/MND pages 45-46. As stated in the IS/MND under section 12. A project will normally have a significant environmental effect if it will displace a large number of people or induce substantial growth or concentration of population. The CIA Campus Master Plan involves an expansion in student enrollment from 200 to 300 students for a net increase of 100 new students plus the addition of seven new instructional staff. Concurrently, 49 employees would relocate to the recently acquired American Center for Wine, Food & the Arts (Copia) in the City of Napa, California. The net change in student and faculty at the Greystone Campus would amount to a net increase of 58 students and staff. The Vineyard Lodge Housing would be expanded by a net total of 123 student residents. Given that the project will result in a net decrease in faculty, while providing housing for the majority of students, the project is not expected to significantly impact the existing or future housing supply in St. Helena. Similarly, given the fact that the CIA will provide dormitories sufficient to house all new students, the project would not displace existing housing or people and any impacts associated with the increase in population would be less than significant. No further analysis is therefore required.

Comment 5-6

There would be adverse impacts to sewer and water

Response 5-6

See Master Response 2.

Comment 5-7

There was no evaluation of alternatives which would generate fewer impacts

Response 5-7

Please see Master Response 5.

Comment 5-8

The requested setback variance contradicts the General plan policies

Response 5-8

The General Plan Guidelines published by the State Office of Planning and Research interpret “consistency” as follows: “An action, program, or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment.” As such, the standard for analysis used in the Initial Study IS/MND is predicated on *general* agreement with the policy language and furtherance of the policy intent (as determined by a review of the policy context).

Variances provide a limited waiver from the explicit requirements of the zoning code insofar as exceptional circumstances exist and very specific findings can be made. Variance may be granted in order to provide property owners equality of treatment from their neighbors. As detailed in Municipal Code Section 17.172.010 the purpose of a Variance is to allow variation from the strict application of the terms of this title where, by reason of the exceptional narrowness or unusual shape of a specific piece of property, or by reason of exceptional size, shape, topographic conditions or other extraordinary situation or condition of such piece of property; or because of the use or development of lands immediately adjoining such property, the literal enforcement of the

requirements of this title would involve practical difficulties or would cause undue hardship. (Prior code § 27.445).

The commenter cited General Plan policy 5.3.3 in support of their assertion that the project is inconsistent with the General Plan. That policy is as follows:

> 5.3.3 Preserve right of way for future collector streets within the Planning Area of the City as follows:
>
> - Starr Avenue from Pratt Avenue to Adams Street and from the Urban Limit Line to Dowdell Lane
> - Mills Lane from SR 29 to Starr Avenue, including potential realignment with Grayson Avenue at SR 2
> - Oak Avenue from Vidovich Avenue to Grayson Avenue
>
> *The City recognizes that development may or may not proceed along the lines envisioned in this plan, and that some areas not currently identified for potential development may in fact precede those that are so designated. The intent of the right-of-way preservation designation is to clearly define the interest of the City in maintaining the option for extending its collector street system into these areas. Special setback areas shall be established along collector streets to allow for future widening.*

Review of the above policy indicates that it does not apply to Pratt Avenue, but rather applies to specific portions of (1) Starr Avenue, (2) Mills Lane, and (3) Oak Avenue. As such, there is no indication that the requested variance would be in direct or indirect conflict with any goal, policy or objective of the St. Helena General Plan and that the variance may still be found to be generally consistent with the overall intent of the General Plan and policies therein. No further analysis is needed.

Last, it should be noted the determination that the proposed project or a component thereof, is consistent or inconsistent with the General Plan 2025 policies is ultimately the decision of the City of the lead agency.

Comment 5-9

The applicant does not have access rights to vineyard road.

Response 5-9

The applicant has provided a signed access agreement detailing access rights across Vineyard Road which has been reviewed and approved by the Public Works Department. No further consideration is warranted.

Comment 5-10

The project requires an Environmental Impact report given the significant size and potential impacts of the project.

Response 5-10

See Master Response 6.

Commenter: D & S Packman
Status: Individual
Date Received: January 9, 2017

Comment 6-1

"We've lived a year with constant worker traffic and construction noise from building Los Alcobas Resort; plus, all the cars constantly shutting CIA people and parked outside this house more than just a few times a year - we counted over 40 instances."

Response 6-1

Comment noted.

Comment 6-2

"We had to call police because we had one girl from CIA DORMS enter our home at night and sleep partially on our couch - use our upstairs bathroom (a strange sleepwalking matter) which was horrifying."

Response 6-2

The incident described above is understood to be an isolated event and not an occurrence reasonably expected to result from the proposed project. Discussion with the Police Department indicated that for the year 2016 police received a total of six (6) calls associated with Vineyard Lodge Housing. It is reasonable to assume that there may continue to be occasional incidents such as those listed below, but there is no reason to believe that they would be so significant or recurrent as to constitute a physical impact to the environment. No further consideration is warranted.

Incidents Related to Vineyard Lodge for the year 2016:

05/07/16	Fire Alarm Sounding, False Alarm
06/02/16	Vehicle burglary reported by student, report taken
07/15/16	Alarm heard in the area, security already on site, all ok
10/05/16	Fire alarm sounding, False alarm
10/16/16	Late report of Domestic Violence from Santa Clara PD, occurred 10/4/16 at the Dorms, report taken & charges filed
12/19/16	Agency assist at the Dorms, no details listed

Comment 6-3

"Plus there is water running down our street constantly- I would say 70% of time we've been here, including recently before rain--such that we put the trash cans out almost every week in middle of large pool of running water, soaking our shoes each time."

Response 6-3

Comment noted. This is not a project related issue and therefore will not be addressed here.

Comment 6-4

"Not complaining - just stating that enough is enough and if you add this massive project and residential facility to Pratt Ave - it's too much for the wonderful people who are paying a huge amount of money to live here expecting peace and serenity."

Response 6-5

Comment noted.

Commenter: Tom Rinaldi
Status: Individual
Date Received: January 11,2017

Comment 7-1

"We have lived on Pratt Ave for more than 35 years, and have seen remarkable changes-many for the worse for small town living. With the remarkable expansion of Beringer, the new (UGLY) hotel at Grandview with a forgettable name on Hwy. 29, the railroad activity to Charles Krug, the waste water aromas of the ponds, the noise of the large neighborhood wineries, increased traffic, faster and faster cars coming through, the erosion of the quality of the road surface to below 3rd world countries; we have seen our neighborhood heading to hell."

Response 7-1

Comments are noted; however, the concerns enumerated above are not project specific and therefore will not be addressed here.

Comment 7-2

The ridiculous expansion of the dorm on Pratt Ave. will be a real nail in the crucifix. These students are people from all over the country who drive out here, do not help our local populace, waste water like tourists, leave as soon as they can, and add no value to this town.

Response 7-2

Comment noted ; however, the concerns enumerated above are not project specific and therefore will not be addressed here.

Comment 7-3

Finally, it appears the CIA is slowing or shutting down the Greystone Bldg. in preference for Copia, Napa. Are they going to shuttle them to Napa? Leave the CIA dorm as it is, please. If not, name it The West Coast Trump Tower!

Response 7-3

As detailed in the project description on page 2 of the IS/MND, The CIA originally envisioned the campus at Greystone to operate as a continuing education facility, but it has since evolved to serve solely as an occupational educational facility offering an Associate in Occupational Studies (AOS) degree program and certificate programs. In 2004 the CIA acquired the Vineyard Lodge Housing site at 830 Pratt Avenue to support the trend towards occupational education and provide affordable housing for students. Consistent with the requirements of the City's Municipal Code, the subject sites currently have active use permits (93-105 for the Greystone Campus; 2004-33 for the

Vineyard Lodge Housing site). Associate level classes will continue to be held at the Greystone Campus and there are no plans for a shuttle to transport Vineyard Lodge Residents to the Copia location.

Commenter: Anthony Micheli
Status: Individual
Date Received: January 13, 2017

Comment 8-1

"The Crinella Pump station was built in 1965. It was only to service the Crinella subdivision of about 100 homes. Now the CIA has tied in on Pratt, all the recently built million dollar homes on Pratt with guesthouse, now the Las Alcobas hotel, with no upgrades from any of these developers. Yet the station is #8 on the list of improvements of capital expenses by the new wastewater cost increases. Why are we the residents paying for this and not the developers that are burdening the system. The CIA is going from 4750 gals/day to 10,783 gals/day in to the Crinella Pump station.

The enrollment was 101 students, now they want to more than double that size with 123 additional students without any impact fees or improvements to the Crinella Pump station. That is a 500% increase from the convalescent hospital capacity."

Response 8-1

Please see Master Response 2.

Comment 8-2

"In the report it says they want to take students out of homes they own and put them in these 3 new dormitory buildings. If that is true, then they have to provide the city with a legal document that they will sell these homes when the first dormitory is completed so these homes go back to hopefully the rental market that we desperately need. Also, their statement that their housing is affordable is not correct. I have spoken to students in their facilities and what they pay for a room is more than our rental market prices."

Response 8-2

Comment noted.

Comment 8-3

"Why are they able to build to 40' with these new buildings? I thought that we had a 35' height limit. These buildings are going to block the view for the neighbors of our beautiful hillsides. The view shed will be lost."

Response 8-3

The Vineyard Lodge Housing site exhibits a zoning designation of PQP: Public Quasi Public. As detailed on page 39 of the IS/MND, The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted

through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved. As promulgated by Zoning Code Section 17.68.050, building height is to be established in conjunction with use permit review and therefore, it is at the discretion of the Planning Commission to determine whether a 40' height is appropriate within the context of this specific project. There is however, no existing regulation or standard that would explicitly preclude a 40' height within the PQP zoning district. For a response to the concerns related to view shed impacts please refer to Master Response 1. No further analysis is warranted.

Comment 8- 4

"They claim they don't need additional parking. I drive by the dormitories at least 3 times per day, on average the parking lot is between 70% to 80% full most of the time. They claim they only give out 33 permits for the existing 101 students, well then who owns the other vehicles? They claim that the shuttle goes every 15 minutes. To me that adds a larger impact at Pratt and Main. Now with the Las Alcobas Hotel across the street this is a bad intersection. There needs to be a traffic study addressing this. In fact, I feel we need an electric stop lights at this intersection. Most of the day the traffic does not go out onto Main, including truck traffic. They cut through Park and on to Crinella to Main. This is a residential neighborhood they are cutting through."

Response 8-4

Please refer to Master Response 3.

Comment 8-5

"They are going to demo a 15,050 sqft one-story building that houses 41 students. Then they are going to build three 3 story buildings totaling 40,645 and claim there is no impact. Who are they trying to fool? The Planning Commission needs to say: We need time to assess the full impact of this project. We have been told over and over again about our ageing infrastructure that is in dire need of repair. We need to find out first the impact the Las Alcobas Hotel is going to have in this area. An environmental impact report is the only way to address all the concerns I have raised."

Response 8-5

See Master Response 6.

Comment 8-6

"Originally the CIA was going to build three dormitories on the school's campus. This was so they would not impact the neighborhoods. That did not happen as promised in their original use permit. J would suggest the CIA instead of building these new dormitories on Pratt Av to put them on their campus as they originally proposed. The CIA owns the adjacent property. I personally worked Chuck Carpy's house as a general contractor. The city should rezone the property so dormitories can be built there. Then you eliminate all traffic problems, all view shed issues and since they are reducing their water usage at Greystone the increase of the dormitories can be applied. Plus the city should require these dormitories not use the city's wastewater system but put it in to Greystone's system that discharges in to the pond on Deer Park Road."

Response 8-6

Comment Noted. Please see Master Response 5 in regards to the evaluation of project alternatives.

Commenter: Dianna Varozza
Status: Individual
Date Received: January 17, 2017

Comment 9-1

In regards to the Pratt Avenue project… It should be separate from the Greystone site paperwork. Trying to read through this is too difficult to determine what is going on at which site. They should be separate applications as they are different locations on different streets.

Response 9-1

The City did receive multiple entitlement applications and the entitlements will be considered individually. However, under CEQA, projects may not be piecemealed (segmented) so as to ensure that all potential impacts are captured. Given that the use of Greystone and Vineyard lodge are so intimately tied it was determined that both components should be considered together. Accordingly, no changes are warranted.

Comment 9-2

Is there going to be a stop light at Pratt and Main?

Response 9-2

As detailed in the Traffic Analysis, the significance criterion established by the 1993 St. Helena General Plan and applicable to the subject project reads, *"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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.*"

In accordance with the significance criteria applicable to the project, a warrant threshold analysis was undertaken to determine the need for signalization. There are 9 possible tests for determining whether a traffic signal should be considered for installation. As detailed on page 9 of the traffic Study (**Appendix Q**) These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2014, California Supplement. As stated in the Traffic Impact Report and on page 52 of the IS/MND, signal warrant thresholds were *not* met and therefore signalization is not needed and no signal will be installed as a result of this project.

Comment 9-3

I definitely object to a three story building. Nothing else directly on the street is that tall and if you set precedence now pretty soon there will be three story apartment buildings and homes. This is a quiet street mostly agricultural and it is very dangerous during going work and home hours. Between Beringer employees racing to get to the trail and all of the construction workers parking on

Pratt and Main it has been a nightmare trying to pull out of the driveway or onto Main. More people used to walk on Pratt but now they are afraid.

Response 9-3

See Master Response 1 and 4.

Comment 9-4

"Where are all the construction workers going to park when they are working on this project? The garbage, pour parking jobs, construction trucks and deliveries have been chaos. The construction workers whip a u turn without looking and almost hit moving traffic. They block the view so pulling out onto main can be dangerous. They are trying to cross the street and almost get hit by cars. And now with Pratt closed why there isn't an officer there directing traffic. We can't' even pull out and go to the store. It looks terrible having all those vehicles parked everywhere, delivery trucks, construction equipment. This all needs to be kept off Pratt Avenue."

Response 9-4

As detailed on page 5 of the IS/MND, construction activities at the Vineyard Lodge Housing site are expected to occur in two overlapping phases following issuance of entitlements, Phase 1: January 2017 to August 2017 and Phase 2: June 2017- January 2018. Specific dates are subject to change, but the general phasing is expected to be consistent with what was assumed in the IS/MND. The applicant has indicated that construction staging would be located on site and in the proposed courtyard; site preparation and demolition staging is expected to occur on the existing parking lot. In order clarify this in the IS\MND; the project description will be updated to read:

PROJECT PHASING

Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below. Site preparation and demolition staging will occur on the existing parking lot and Construction phase staging will be located in the proposed courtyard between the new building and the existing Vineyard Lodge 1 for both phases.

Comment 9-5

All of the dust created by construction is damaging to vineyard. If we get even a small amount of dust blowing we will have to get our lawyers involved. What are you going to do to mitigate the dust? I am just glad we weren't closer to the hotel construction. What a nightmare for the pour people on the corners.

Response 8-5

As detailed on page 19 of the IS/MND and under section 3(D), the subject site is proximate to sensitive receptors, defined as those members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses…Due to the proximity of sensitive receptors onsite, the project has the potential to generate temporary air quality impacts associated with fugitive dust emissions during construction activities.

In order to ensure that fugitive dust emissions are reduced to levels below significance Mitigation Measure AQ-1 would be implemented. AQ-1 is set forth pursuant to BAAQMD Basic Control Strategies and requires covering haul trucks, watering during active ground disturbance, limiting idling time, proper maintenance of equipment, and other standard measures. With implementation

of AQ-1 potential impacts to sensitive receptors during construction will be reduced to levels below significance. Specifically, AQ-1 stipulates that:

The applicant shall incorporate Best Management Practices for all construction activities and clearly indicate these provisions in the specifications. In addition an erosion control plan shall be prepared and submitted to the City of St. Helena prior to any construction activity. BMPs shall include but not be limited to the BAAQMD Basic Construction Mitigation Measures as modified below:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day;

2. All haul trucks transporting soil, sand, or other loose material shall be covered;

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;

4. All vehicle speeds on unpaved roads shall be limited to 15 mph;

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible;

6. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;

7. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;

8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;

9. Construction equipment staging shall occur as far as possible from existing sensitive receptors;

10. The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City prior to issuance of grading permits. Post a publicly visible sign with the telephone number of designated person and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations; and

11. The City's Public Works Inspector shall perform visual inspections during grading to assure that dust control is implemented and standard BMP are enforced.

With implementation of AQ-1 and compliance with the provisions of the St. Helena Municipal Code potential impacts associated with fugitive dust and which could affect people or vineyards would be less than significant. No further analysis is therefore warranted.

Comment 9-6

I would like an answer as to what we can do to stop the three story building and regulate the construction site parking and deliveries to be off Pratt. I am mostly concerned about the construction dust which will damage vineyards nearby. We are directly on the other side of the Beringer strip. They must be concerned about dust on their new block of vineyard.

Response 9-6

As stated above, under Response 9-4, construction staging will be located within the project site boundaries. For discussion of fugitive dust, please see Response 9-5.

Comment 9-7

We live here and have guests at our winery and it needs to not look like a dump driving down Pratt Avenue.

Response 9-7

Comment noted.

Commenter: Carol Norfleet
Status: Individual
Date Received: January 18, 2017

Comment 10-1

My personal opinion is that the retirement home that was the original structure on the property should never have been changed to a dormitory for Culinary Institute students. I believe that if the CIA wants to have more students they should either construct a property on their Greystone campus on Highway 29 or build a new dormitory near the former Copia site in the city of Napa.

Response 10-1

Comment noted.

Comment 10-2

I believe the impact on Pratt Avenue and subsequent impact for the city of St. Helena all produce negative effects. Pratt Avenue is one of the poorest maintained streets in St. Helena. There are constant potholes in the road that are not properly repaired, the entire road needs repaving, there are no sidewalks, despite the fact that there is a CIA student bus that makes innumerable trips up and down the road there still are students regularly walking on the side of the road often in predawn and night hours creating a very dangerous situation. They are unable, generally, to walk on the traffic facing side of the street because at least six months of the year there is a stream of water running down the south side of the street that is emitted from a sump pump at the residence at 1055 Pratt Ave.

Response 10-2

See Master Response 3.

Comment 10-3

I strongly feel that the city either needs to create a storm drain to properly capture that water or to eliminate the exception that must've been created for dumping this sump pump water into the street. I will also note that despite the fact that rains stop in the area in the late winter that particular residence is in essence creating an artesian well in the full basement that pumps water seasonally into June creating a marsh and mosquito habitat at the intersection of Pratt Avenue and the railroad

tracks. It seems that every other street in St. Helena has proper gutter sidewalks and storm drains adjacent to residential homes except for this stretch of Pratt Avenue.

Response 10-3

Comment noted. This comment does not relate to the subject project and therefore will not be addressed here.

Comment 10-4

In examining the site plan for the new dormitory it's very clear that every single square foot of land is being used, packing on as much density as possible, exceeding height restrictions and visual sensibilities. There should not be a variance for building setback as proposed from 36 feet to 20 feet. Additionally the site plan has the exit from the plan coming directly into the intersection for the railroad tracks that are now being used for a wine train going up to Krug winery. A portion of the building is 40 feet high which is certainly not conducive to the rural nature of what this street is and clearly will affect other property owners in the area from a view point of view.

Response 10-4

Comment noted. See Master Response 1 for a discussion of viewshed impacts.

Comment 10-5

Despite the fact that there is a shuttle that goes to the Greystone campus it is inevitable that 123 new students are going to create much more traffic. I'd like to point that out several years ago there was a multiple fatality accident on Pratt at the end of the road involving some of the students from Greystone. It seems inevitable that doubling the size of the facility is going to significantly impact traffic use and noise on our street. This traffic impact also becomes immediately significant as one looks at the current extreme difficulty of making a left-hand turn from Pratt Avenue south on to Highway 29. It is currently extremely difficult to see what is approaching on the left-hand lane because of parked cars, at the very least the curb needs to be red painted at least six car lengths back from where it is now. Additionally with the pending opening of the Los Alcobas Hotel there will be additional significant difficulty in entering and exiting from Pratt Avenue. This will not only apply to the student buses but also to the students that would be coming and going from this dormitory. This currently is and will become a much more dangerous intersection certain to create accidents.

Response 10-5

Comment Noted. It is expected that as a part of mitigation imposed on the Los Alcobas hotel project, parking will be prohibited along both sides of Main Street for a distance of 250 feet south of the Los Alcobas Hotel site, thereby improving site distance when making a left-hand turn from Pratt Avenue onto Main Street.

Comment 10-6

We are all aware of some of the economic issues facing the city of St. Helena and clearly one way to solve them is to promote the development of architecturally appropriate high quality hotels that will attract individuals with the capability to afford a significant average daily rate and quality that would then provide subsequent TOT revenue to the town. What this proposal does instead is create a hotel with insignificant TOT from students who certainly are not going to significantly support high quality restaurants and retail shops within the city itself.

Response 10-6

Comment noted. Potential impacts to TOT revenue is not a potential environmental impact which is required to be analyzed pursuant to CEQA.

Comment 10-7

As stated earlier our belief is that there should not be a variance for an expansion of the existing student housing facilities, instead CIA should examine other locations including their existing Greystone campus and or their new Copia campus in Napa to effectuate the expansion of their overall programs. Pratt Avenue should remain a rural and residential street not a street of student dormitories creating additional traffic noise water and sewer impacts with insignificant benefits for the existing residents of the street and the city of St. Helena.

Response 10-7

Comment noted. As detailed in the IS/MND under Section XV11. Mandatory Findings of Significance, with implementation of mitigation measures set forth under Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Land Use, Noise, and Transportation, the project's potential impacts would be avoided or reduced to levels below significance. Therefore, the project will have less than significant impacts due to degradation of the environment.

Commenter: Paul Bertoli
Status: Individual
Date Received: January 19, 2017

Comment 11-1

"…Turning this project surrounded by ag land into the most densely populated parcel in St Helena, would seem to be totally against the will of the general plan. The plan frowns upon putting high/medium density in ag land(leapfrogging)"

Response 11-1

As detailed on IS/MND page 39 and under section 9(b), the Vineyard Lodge Housing site exhibits a General Plan land use designation of Agriculture, which provides for, amongst other things, Public and Quasi-Public uses. In 2008 and per Resolution No. 2008-5, the Vineyard Lodge Housing site was rezoned from A-20:Twenty Acre Agriculture to PQP: Public Quasi Public. The Council found that this was an appropriate action based on the following findings enumerated in the Resolution:

1. The existing urban/developed condition of the parcel would make conversion to agriculture difficult.
2. The small size of the parcel (2.61 acres) makes it improbable that the land can be converted to an economically viable agricultural parcel.
3. The parcel has been in urban use for the last 40 years.
4. The parcel has not been farmed or agriculturally productive for the last 40 years.
5. The parcel is already served by City services (water & sewer).
6. Rezoning the parcel to PQP keeps the existing A-20 zoning ordinance language intact, does not introduce new uses to agricultural parcels, thereby lessening the possibility that other agricultural land will be used for non-agricultural purposes.

The proposed project does not propose any zoning map amendments and proposes development consistent with the existing PQP zoning of the subject parcel which it has exhibited since 2008. As described on page 39 of the IS/MND, The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and be conditioned accordingly. The Vineyard Lodge Housing Component will be subject to the provisions of a new use permit as required under PQP zoning which would govern the intensity and operation of the site to an extent that consistency with all applicable standards and guidelines is achieved. No changes are warranted.

Comment 11-2

"This will also add to the current traffic problem on Pratt, the new resort, wine train, Beringer/ treasury, ramping up production, redirection of traffic by apps,(waze, google, etc) the constant shuttles, will only add to the problem."

Response 11-2

See Master Response 3.

Comment 11-3

"Water& sewer issues, seeing hundreds of new toilets, while residents conserve water only to have the water rates skyrocket, just doesn't quite seem right."

Response 11-3

As described herein and on page 56 of the IS/MND, The City of St. Helena provides water to both the Greystone Campus (2555 Main Street) and Vineyard Lodge Housing Site (830 Pratt Avenue). The current water allotments authorized by the Agreements allocate an average of 15,900gpd to Greystone and 4,750gpd to the Vineyard Lodge Site. The total allotment across the two sites amounts to an average of 20,650 gpd or 23.1 acre feet per year. As part of the CIA Master Plan project, the applicant is requesting to rescind the two separate agreements and adopt a new joint water agreement which would redistribute the gross water allotment across the two sites while maintaining the current total allotment of 23.1 AF per year. As such, *no* net increase in water use is proposed and the project will comply with the City's water neutrality requirements. No further analysis is needed.

Comment 11-4

"The CIA doesn't allow student cars on campus, or want to rent homes in SH, this shouldn't be the resident's problem. People actually live here. I'm not so sure what this nonprofit, or not for profit status is, but I would suggest that they consider using only the facility they've already expanded .The community trusted it was all they needed. With our population at 4900 I would prefer seeing a reduction in enrollment, and a modest tuition increase, in order for the CIA to remain good neighbors."

Response 11-4

Comment Noted.

Commenter: Priscilla Dell
Status: Individual
Date Received: January 23, 2017

Comment 12-1

"They propose using groundwater. Although our aquifer is most likely adequately charged due to the recent rains it will not remain in that condition. This dormitory will be there for an undetermined length of time during which we will have the return of drought. We need our water for residents who live here and the industry that supports our economy. We are told that our wastewater system will require millions to bring it up to code. Why should we add this type of burden to the system?"

Response 12-1

See Master Response 2.

Comment 12-2

"The Culinary Institute relocated to Napa the only business that brought any revenue into our City namely their restaurant. Why should we the citizens be asked to share our precious water resource while they bring absolutely nothing to the community? No, I don't believe that closing the restaurant will balance out having 224 students taking showers and other domestic uses."

Response 12-2

Comment noted.

Comment 12-3

The height of the buildings will be offensive to nearby neighbors.

Response 12-3

See Master Response 1.

Comment 12-4

"This particular area of the City is already suffering from too much traffic and too little planning such as an additional stoplight at Pratt and Main."

Response 12-4

See Master Response 3.

Comment 12-5

"Why should they be allowed to build on agricultural land? This is seldom allowed to happen and why should it be allowed in this instance when they bring nothing of value to the community?"

Response 12-5

See response 11-1.

3. REVISIONS TO THE IS/MND

- *The following changes to the language included in Sections 16(a) and 16(b) and on page 16 of the IS/MND, will be made, as shown, below:*

A. **(Exceed Wastewater Treatment Requirements)** Less Than Significant Impact: The project is not expected to exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. To accommodate wastewater flows generated at the Greystone Campus, the existing onsite primary treatment would be used, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the Markham Combined Wastewater System (MCWS) located at Markham Winery on SR 29, north of St. Helena. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the closure of the WSGR would reduce the overall water and wastewater demand for the site. Taken together, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS and will be within the authorized discharge amount of 14,850 gpd.

At the Vineyard Lodge Housing site, wastewater will be generated by dormitory restrooms, showers, and common areas. The project will utilize the existing sanitary sewer (SS). Effluent would undergo primary treatment in septic tanks and then be conveyed to the municipal sewer system through the existing 3" SS. The SS management system will be resized to accommodate a peak daily wastewater flow of approximately ~~9,520~~ 9,605 gallons per day (gpd) which equates to a projected net increase of ~~1,960~~ 3,232 gpd over the existing ~~capacity~~ average recorded flow of 6,373. Effluent will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. A new equalization pump tank will be used to collect and store effluent. The equalization tank will provide approximately 12.5 hours of retention time at the anticipated peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City's sewer system. The equalization pump will utilize on site storage capacity and equivalent pumps to maintain the same instantaneous peak flow discharge as the existing facility. As a result, there will be no increase to the instantaneous flow rate to the City sewer system and therefore no adverse effect on the sewer system capacity. No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours would prevent any adverse impacts to the City sewers.

The wastewater flows will be conveyed to the City of St. Helena Wastewater Treatment Plant, which has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, the project will be assessed the sewer impact fee which will help to maintain the existing system and contribute to the additional costs that will be incurred with the future expansion and upgrade of the wastewater treatment plant. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing

site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of ~~maintaining~~ improving the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant

b.(New Wastewater treatment Facilities) Less Than Significant Impact: There would be no new construction or expansion of domestic water or wastewater facilities as part of the proposed project. For the Greystone Campus, as stated above, wastewater flows are expected to decrease following project implementation. For the Vineyard Lodge Housing site, as stated above, the project would result in a net increase of ~~1,960~~ 3,232 gpd of wastewater over existing flows. However, the City of St. Helena Wastewater Treatment Plant has sufficient operating capacity to handle the additional flows generated at the Vineyard Lodge Housing site. Further, a sewer impact mitigation fee will be assessed with the purpose of maintaining the existing system and to contribute to offset costs of future expansion and upgrade of the wastewater treatment plant. The sewer impact fee will be assessed against the dormitory project at the time of issuance of building permits, therefore, impacts would be less than significant\

- *The following changes to the language included on paragraph 1 page 5 of the IS/MND, will be made, as shown, below:*

  PROJECT PHASING

  Construction activities at the respective project sites are expected to commence following issuance of entitlements and will be phased in a manner that limits disturbance to class schedules and curriculum and in accordance with the phasing plan, below. Site preparation and demolition staging will occur on the existing parking lot and Construction phase staging will be located in the proposed courtyard between the new buildings and the existing Vineyard Lodge 1 for both phases.

- *Since the release of the IS/MND, the applicant has requested minor modifications related to the size of the storage units proposed as part of the Greystone component. Namely, the applicant has proposed slightly larger storage units ranging in size from 622 sf to 1,337 sf. The proposed changes have been reviewed and would not introduce any new impacts or change the conclusions of the IS/MND. To reflect these technical changes, the following revisions will be made to Sections pages 4,12 and 25, of the IS/MND and as shown below:*

  Project Description, Paragraph 1, page 4.

  The proposal further includes the construction of a 4,468-square-foot (sf) storage cave at the north end of the Greystone Cellars building, beneath the former WSGR. In addition, a series of three modular storage units ranging in size from approximately ~~592 sf to 944 sf~~ 633 sf to 1,337 sf would be installed at the rear of the third floor of the Greystone Cellars building. Given that the majority of works is confined to the interior of the building, exterior changes would be very limited. Any work that may affect the exterior of the historic Greystone Cellars building (i.e. modular units) would be installed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties so as to avoid impacting the building's historic integrity.

Aesthetics, Setting, Page 12.

The Greystone property is located on the west side of Highway 29 and features the historic Greystone Cellars (c.1888) a masonry building designed in the Richardsonian Romanesque architectural style. The Greystone property is highly visible and situated at the northern gateway to the City. Exterior modifications proposed for the Greystone building are limited to the introduction of a 4,468 square foot storage cave, which will be accessed from the loading dock retaining wall and not readily visible from the primary elevations, and the introduction of three modular storage units at the building rear which would be accessed via the existing roadway. The modular units will range in size from ~~592 sf to 944 sf~~ 633 sf to 1,337 sf and measure approximately 9'8" in height. The units will be located at the rear of the west elevation and supported on new structures that span across the existing exterior breezeway in a similar manner as the support structures used for HVAC units. The units will sit below the existing roof eave and will be utilitarian in nature and feature painted metal siding and doors with a flat rood shielded by a small parapet.

Cultural Resources, Impact Analysis, Criterion A, Page 25.

a) (Historic Resources) Less than Significant: The proposed work at the Greystone Site is confined to the Greystone Cellars building, along the west elevation and below the north end of the building. Three modular units ranging in size from ~~592 sf to 944 sf~~ 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets.

- ***The following changes to the language included on the last paragraph of page 39 and in Section 9(b) of the IS/MND, will be made, as shown below:***

  …In addition, the project has requested a variance from the parking standards outlined in Municipal Code Section 7.124.30(A.3) and stipulated for "rooming, boarding, or lodging houses" (determined to be the closest applicable land use identified in the zoning code), which require two spaces for the "resident owner" and one space for each guest room ~~bed~~, for a total of ~~226~~ 175 parking spaces based on this requirement for the gross total of 173 rooms (224 dormitory beds) which would result at the Vineyard Lodge Housing Site. At present, the site features 85 parking spaces, but based on data provided by the applicant, only 31% of students have a demand for parking spaces. As described herein, the CIA provides a shuttle service to students for transport to and from the Vineyard Lodge to Greystone, as well as transport offsite. Staff, including cleaning and maintenance staff, are shared by both sites and as such, staff typically park at the Greystone site and are shuttled to the

4. SUMMARY

In the course of preparing the written responses, information was generated and is presented throughout this document. The City of St. Helena carefully reviewed the information developed through the responses-to-comments process and determined that the project does not meet any of the conditions under CEQA Section 15073.5, as outlined below.

15073.5. RECIRCULATION OF A NEGATIVE DECLARATION PRIOR TO ADOPTION.

a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

b) A “substantial revision” of the negative declaration shall mean:

   1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
   2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

c) Recirculation is not required under the following circumstances:

   1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
   2) New project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects.
   3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
   4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

d) If during the negative declaration process there is substantial evidence in light of the whole record, before the lead agency that the project, as revised, may have a significant effect on the environment which cannot be mitigated or avoided, the lead agency shall prepare a draft EIR and certify a final EIR prior to approving the project. It shall circulate the draft EIR for consultation and review pursuant to Sections 15086 and 15087, and advise reviewers in writing that a proposed negative declaration had previously been circulated for the project.

Therefore, the recirculation of a revised IS/MND or the preparation of an Environmental Impact Report (EIR) is not required. Consistent with the CEQA Guidelines, the added information clarifies the information and analyses in the IS/MND.

The City of St. Helena will consider the proposed IS/MND, together with this Response to Comments document, prior to approving the project.

CITY OF ST. HELENA PLANNING COMMISSION

RESOLUTION PC20xx-xx

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ST. HELENA ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CULINARY INSITUTE OF AMERICA CAMPUS MASTER PLAN AND GRANTING APPROVAL OF DESIGN REVIEW AND A USE PERMIT FOR 2555 MAIN STREET AND GRANTING APPROVAL OF A DEMOLITION PERMIT, DESIGN REVIEW, USE PERMIT, AND VARIANCES FOR 830 PRATT AVENUE IN THE CITY OF ST.HELENA, CALIFORNIA

PROPERTY OWNER: CULINARY INSTITUTE OF AMERICA **APN:** 009-010-024 and 009-131-003

Recitals

1. **Whereas,** The Culinary Institute of America submitted an application for Design Review and Use Permit approval to expand student enrollment to 300 students, introduce storage cave, and three modular storage units at the Greystone Campus at 2555 Main Street (APN.009-131-003); and
2. **Whereas,** The Culinary Institute of America also submitted an application for a Demolition Permit, Design Review, Use Permit, and Variances to expand the student housing at the Vineyard Lodge Housing Site at 830 Pratt Avenue (APN. 009-010-024); and
3. **Whereas,** Pursuant to CEQA Guidelines Sections 15072 and 15073, a Draft Mitigated Negative Declaration and included Initial Study was circulated for public review and comment from December 9, 2016 until January 23, 2017; and
4. **Whereas**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of potentially significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and
5. **Whereas,** in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environmental effects to a less-than-significant level; and.
6. **Whereas**, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also

requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation; and

7. **Whereas,** The Planning Commission of the City of St. Helena, State of California, considered the project, staff report, and all testimony, written and spoken, at a duly noticed public hearing on February 21, 2017.
8. **Whereas**, A public notice was published in the St. Helena Star and mailed to residents and occupants within 500 feet of the project site and in compliance with state and local law; and
9. **Now, therefore** let it be found that, the Planning Commission adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approves the requested Use permit and Design Review for 2555 Main Street and approves the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue on the following basis:

Resolution

1. In making the findings in this Resolution, the Planning Commission relied upon and hereby incorporates by reference all of the documents referenced in this Resolution and the associated staff report, City files for this matter, correspondence, presentations and other materials.
2. CEQA Findings
    1. The Planning Commission has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project,
    2. The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA,
    3. On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned, and mitigated, will have a significant effect on the environment.
    4. The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project.

3. 2555 Main Street Findings and Conditions of Approval

A. DESIGN REVIEW. The Planning Commission finds that The Greystone Campus is historically significant as a good example of the late nineteenth century Richardsonian Romanesque architecture in California and provides a tangible link to the Napa Valley's historical viticultural operations of the last century. All project activities are either confined to the interior of buildings or less visible areas of the property such that any changes are not readily visible from main viewing areas. The exterior modifications proposed for the subject include the introduction of three new modular storage units at the rear of the property. The introduction of the proposed modular units would be reversible and their removal in the future would not affect

the historic integrity of the building. Given the very limited design changes and for the reasons described below, the project is found to be generally consistent with the design review requirements. As such, the Planning Commission determines the project is in compliance with the following Design Review criteria of Municipal Code Section 17.164.030:

1. Consistency and compatibility with applicable elements of the general plan;
   As proposed the project will facilitate the continued use of the historic Greystone building and in doing so would preserve the historic resource as a valuable piece of St. Helena's heritage. As such, the project would be consistent with GP Policies, 2.6.30, 4.8.1, 4.8.2. Further, the Culinary Institutes' emphasis on food and wine education promotes the Valley's reputation of a world class destination for wine and the culinary arts. As such, the proposed project exhibits overall consistency with all applicable General Plan goals, policies, and objectives.
2. Compatibility of design with the immediate environment of the site;

   No exterior changes are proposed that would alter the design of the building or site.
3. Relationship of the design to the site;

   The design will greatly limit changes visible on the building exterior; for example, the proposed modular units will be located at the building's rear and not readily visible from public viewing areas. As such, the relationship of the design to the site is appropriate.
4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   All work will be performed in accordance with the Secretary of the Interior's Standards and will be consistent with the historic character of the subject site.
5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   No substantial changes are proposed that would alter the existing scale or character.
6. Compatibility with future construction both on and off the site;

   No exterior changes are proposed that would alter compatibility with future construction on or off site.
7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed modular units will be of simple design and materials which will ensure their functionality while also limiting changes to the visual environment.
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;

The majority of changes are confined to the interior of the existing Greystone building and therefore would not alter the existing site configuration or overall functionality of the site. The proposed modular units and storage cave would be located conveniently with connectivity to the internal uses they serve. As such, proposed changes would be functional and would limit changes to the visual environment of the site.

9. Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;

   No open space or landscaping is proposed as part of this project.

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;

    The project includes modular storage units and storage cave that will support the Culinary school use of the site. The ancillary components are either shielded from view, in the case of the modular units, or underground and not visible, in the case of the storage cave. Given the limited visibility of both components, they are expected to be compatible with the overall design of the Greystone property.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    No changes to the circulation system are proposed.

12. Whether natural features are appropriately preserved and integrated with the project;

    No changes to natural features are proposed.

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;

    Three modular units ranging in size from 633 sf to 1,337 sf are proposed on the west elevation (rear) of the building. The units will be accessed from an existing roadway, supported on new horizontal steel structure that spans the area and similar to existing modern mechanical equipment supports. Utilitarian in nature, the units are constructed of painted metal siding, doors, and flat roofs behind shallow parapets. The proposed modular units are located away from principal elevations, have been designed to fit below the historic eave of the building, and are minimal in size compared to the original structure. Proposed work will use materials to differentiate the additions from the historic exterior masonry. These characteristics reflect the project's compliance with the Secretary of the Interior Standards for Rehabilitation (SOISR). Given the above, the proposed new modular units are expected to be compatible with adjacent structures and functions.

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;

There is no new landscaping proposed.

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;

    No landscaping is proposed.

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.

    All outdated/inefficient fixtures and systems will be replaced with more efficient and environmentally friendly fixtures and as such, the project will further sustainability goals.

B. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission acknowledges that the Culinary Institute of America at Greystone endeavors to place a greater focus on occupational education. To achieve this, the applicant requests that the use permit authorize a total enrollment of 300 students, allow more flexibility in the operation of the retail store, and allow for a 58 seat student-run restaurant to replace the now closed, 190-seat Wine Spectator at Greystone Restaurant. It is determined that proposed changes do not substantially increase the intensity of the site or otherwise create an impact that would conflict with any of the requisite findings needed to approve a use permit. Accordingly, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   No significant changes in the operation of the facility will change and there is no expectation that the proposed project would generate odors, fumes, dust, light, glare, radiation or refuse beyond what is currently typical of the culinary school use. As such, operation of the Greystone Campus consistent with the proposed project would not be injurious to surrounding uses or the community.

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

   Levels of noise would be consistent with or less than existing noise levels given the reduction in events and size of the on-site restaurant.

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

   As detailed in the Traffic Impact Report, the proposed project will not cause a substantial increase in traffic trips that would cause the ambient noise level to

exceed the normally acceptable range. Given the limited traffic trips associated with the proposed project, the project would not cause traffic noise to noticeably increase beyond existing level or otherwise exceed normally acceptable ranges.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The level of demand placed on public services will remain consistent with that which currently exists due to the introduction of more efficient fixtures and systems, adherence to the water neutrality policy, and the fact that the proposed use will continue to operate in a manner consistent with what currently exists, as a culinary school with an ancillary retail and restaurant component.

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

   No changes to ingress/ egress are proposed.

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

   The proposed use is consistent with that which currently exists at the site and no changes are expected that would otherwise conflict with the City's goal of maintaining the economic viability of a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   No significant change in use or operation is proposed and as such, the proposed use would continue to be compatible with surrounding land uses.

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

   As detailed above, the use would be consistent with all applicable General Plan policies.

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

   The proposed use is largely consistent with that which currently exists at the subject site and is not expected to be injurious to public health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    The findings related to this particular project are unique and applicable only to the CIA Campus Master Plan. There is no reason to expect that approval of this use permit would set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    No changes to parking are proposed. Students living off-site would continue to be required to utilize the shuttle for transportation between student housing and the Greystone Campus. As such, no demand that couldn't be accommodated by the existing level or parking is expected.

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

    The surrounding roadways will continue to be able to accommodate automobile and truck traffic generated by the proposed project and is not expected to increase substantially beyond that which currently exists.

C. The Planning Commission approves the design review and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.

2. 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.
3. 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.
4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval *and* the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Pursuant to St. Helena Municipal Code Section 17.08.110, this permit shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.
8. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The property owners or their designee shall be responsible for meeting with the Building Official, Fire Inspector and or Public Works Department to review compliance with Building Codes, Fire Codes and specific Public Works Standards including fire protection systems and any applicable accessibility standards of Title 24.
9. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on February 21, 2017, except as modified herein.
10. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and

trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure efficient watering and to maintain good health and vitality of landscape materials.

15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Code shall be obtained prior to installation of signage.

16. 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.

17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the CIA Greystone Campus except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in any previous resolutions relating to the subject site including, but not necessarily limited to: Resolution Nos. 93-105; 96-95; 97-162; 2001-60; 2003-42; 2004-112; 2006-07; 2006-130; or 2008-76 and these conditions of approval, these conditions shall control, superseding the prior approvals with respect to any such conflict.

19. The primary use shall be that of an advanced cooking school with ancillary uses limited to (1) 58 seat student run restaurant, (1) 35 seat bakery/café and, (1) 3,100 square foot retail store subject to the conditions herein.

20. The student population shall not exceed 300 students. Students shall be limited to those enrolled an Associate, Bachelor's, Master's and/or other Certificate Degree Program.

21. Only students actively enrolled at the CIA at Greystone campus shall be allowed to use school lodging accommodations. The student's length of stay shall be commensurate with the respective degree program.

22. As an ancillary component to the bakery and pastry education program and to help students satisfy educational requirements, a Bakery/Café with no more than 35 seats may be operated within the Greystone Cellars building.

23. A restaurant may be operated within the Flavor Discovery Center (FDC) as an accessory use to the school with seating limited to a total of 58 seats, including both indoor and outdoor dining. Any outdoor dining shall be consistent with the Zoning Regulations in effect at the time of operation.

24. A 3,100 sf campus store may be operated as an accessory use to the school within the main winery building. The store shall be limited to the hours of operation of 10:00 a.m. – 7:00 p.m. Items sold at the retail store shall be directly related to the food and beverage industry or to the incidental needs of the student residents, such as toiletries and stationery. Bottled wine sales may be permitted. The store may be advertised in educational, food service, trade and Napa county newspapers of record. Site signage shall comply with the St. Helena sign ordinance. Wine tasting may occur within the store as an accessory and subordinate activity relating to the sale of wine but shall occur only during the hours the retail store is open."

25. Valet parking shall be provided for all special and community events if they are held during hours that the restaurant is open and/or when designated on-site parking is not adequate. No parking shall be permitted along Highway 29/Main Street or Deer Park Road.

26. The CIA may offer tours and limited educational experiences to the General Public so long as such activities are incidental and secondary to the primary degree and/or Certificate educational programs offered at Greystone.

27. The Applicant shall provide a Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved Transportation Plan shall be provided and kept in the hard copy and digital project file.

28. Modular Units and the underground cave shall be used for storage of products and wares used for the purposes of culinary education.

29. Prior to issuance of building permit, the applicant shall execute a Joint Water Use Agreement with the Vineyard Lodge Housing Site. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year.

30. Any significant change(s) to the operation of the approved use, including a change in hours of operation, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Conditions

31. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

32. 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.

33. 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, seismic risk, cave wall and ceiling stability, etc. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

34. Remodels or new construction which requires 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.

35. The applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges. The annual stormwater illicit discharge inspections are performed and invoiced by Napa County Department of Environmental Management.

36. Trash areas, dumpsters and recycling containers shall be enclosed and roofed per State and County standards to prevent water run-on to the trash area and water runoff from the area, to contain litter and trash so that it is not dispersed by the wind or run-off during waste removal. In the event that wine or food is disposed in these areas, they shall drain to the sanitary sewer system. An area drain connected to the sanitary sewer shall be installed in the enclosure area and a structural control such as an oil/water separator or sand filter shall be included. No other area shall drain

into the trash enclosure. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer.

37. The applicant shall incorporate water conservation practices into the proposed project per the Water Neutrality Calculations prepared by Summit Engineering, dated October 15, 2016. 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.

38. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum.

39. Grading plans shall identify off-haul routes and soil disposal sites, subject to review and approval by Public Works. All grading and spoils generated by construction of the project facilities, including cave spoils, shall be removed and/or permanently placed prior to final occupancy.

40. 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.

41. Any new and modified existing water laterals, meters and backflow prevention devices shall be required and constructed in accordance with the requirements of the City of St. Helena's Water Standards.

42. 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.

43. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

44. 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

45. A building permit is required for all onsite demolition, construction and/or change of occupancy.

46. 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.

47. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

48. The applicant shall provide a construction waste management plan with the building permit application.

49. 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.

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

51. 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

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

4. 830 Pratt Avenue Findings and Conditions of Approval

A. DEMOLITION. Pursuant to Municipal Code Section 17.164.050(E), the Planning Commission finds that the Vineyard Lodge 1 (c.1960) is not eligible for listing on the California Register of Historic Resources (CRHR) and because the building is not particularly cohesive with the surrounding agricultural and residential character makes the following findings for the approval of a Demolition Permit:

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.

   The applicant is requesting a permit to demolish the former Marlinda Convalescent Home and what is today known as "Vineyard Lodge 1". The building was constructed c.1960. Following review of available records, consultants, Architectural Resources Group, determined that the subject building proposed for demolition does not meet the Criteria for listing on the California Register of Historic Resources (CRHR) given that it does not exhibit architectural significance, is not associated with any significant themes or persons and is not expected to yield any information important to expand our understanding of history or prehistory. Staff concurs with this determination.

2. That the demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.

   As a 1960s era convalescent home located in an otherwise agriculture and residential area, the building was not found to be particularly cohesive with the existing environment. Given this, it's demolition is not expected to adversely impact the essential character of the neighborhood. Accordingly, Staff finds that the demolition of the proposed building will not negatively impact a historic resource or existing visual environment.

B. DESIGN REVIEW. The Planning Commission determines the project's natural color palette, stepped design, retention of existing trees adjacent to the public right-of-way and the addition of new trees will be compatible with the surrounding character along Pratt Avenue and limit visual impacts such that it would be in compliance with the following Design Review criteria enumerated in Municipal Code Section 17.164.030, and as follows:

1. Consistency and compatibility with applicable elements of the general plan;

   As stated above, the subject project is consistent with General Plan policies 4.3.4, 2.6.2, 2.6.4, 2.6.5 and HE 1.5, 2.1, 2.2, and 2.6 in that the project would consist of infill on an already developed site, would occur in a logical and orderly manner proximate to urban services, and would be of a size and design that is consistent with existing site development. Further, the site would not encroach into or otherwise hinder agricultural activities in the vicinity of the subject site. As a previously developed site within approximately one mile of the Greystone Campus, the project location at 830 Pratt is well suited to accommodate student housing at a higher density and provide a creative solution to the need for affordable student housing. As such, the project is determined to exhibit overall consistency with the intent of the General Plan and Housing Element.

2. Compatibility of design with the immediate environment of the site;

   The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Adjacent development includes the Beringer Winery warehouse building and wastewater treatment facilities. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west) building and facilities.

   The subject site is currently developed with two dormitory buildings ranging from one to two stories in height. The one-story building will be demolished and the two story building is to be retained. The expansion of the Vineyard Lodge House is generally consistent with what is presently on the site and would not substantially alter the existing relationship of the site to its surroundings or otherwise make the site incompatible with the surroundings. The new construction would be clustered on the site and exhibit defined boundaries and

generous vegetative screening. As such, compatibility of the site with its surroundings is found to be maintained.

3. Relationship of the design to the site;

   As stated above, the site configuration will include a series of four buildings (3 new) clustered around a central courtyard and traversed by a one-way access road. Those buildings with frontage on Pratt Avenue will feature a stepped design and a minimum setback of 20 feet from Pratt Avenue so as to limit visual prominence and provide continuity with other properties proximate to the site, which are developed with similar setbacks. Therefore, given the site constraints, the relationship of the design to the site appears to strike an appropriate balance between function and aesthetics.

4. Determination that the design is compatible in areas considered by the board as having a unified design or historical character;

   The segments of Pratt Avenue proximate to the subject site do not exhibit a unified or historical character. The surrounding area features residential uses, industrial/agricultural production uses, and vineyards. The proposed design is generally consistent with Vineyard Lodge II and the existing character of the site and would not depart significantly from that existing character. The project is therefore not expected to impact an area having a unified or historical character.

5. Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;

   The subject buildings with frontage on Pratt Avenue will be stepped in height such that the buildings along Pratt will be two stories in front (with max height of 29'2") with taller (3-story) portions confined to the rear of the site (max height of 40'2"). Similarly, the buildings will feature a minimum 20' setback from the Pratt Avenue Property line (50' from Pratt Centerline) in an effort to reduce the perceived massing and scale and promote a harmonious transition in scale relative to residential buildings proximate to the site and in relation to the agricultural production facilities nearby. Further, this site serves as a transition from the adjacent agricultural production and warehouse use on the Beringer property to the single family and vineyard uses further down Pratt Avenue.

6. Compatibility with future construction both on and off the site;

   The project design is contemporary in style, but with traditional detailing. The buildings feature a neutral color palette. The proposed design would not introduce an element that was so unique or exceptional as to make it incompatible with future development on and/or off site.

7. Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;

   The proposed buildings will be contemporary in style, but feature some craftsman-like details including wood columns and brackets. The building will be supported by an exposed, parge coated foundation. Exterior walls would be clad in a combination of painted clapboard siding and stained red cedar siding and

punctuated with clad windows. The buildings would feature articulated roof-lines with asphalt shingles. The proposed color palette includes neutral hues like brown, natural wood, and moss green. The proposed color and materials reflect traditional materials and colors that would help the buildings to more readily blend in with their surroundings. The architectural design, material, and colors are responsive to the needs of the site and appropriate to the function of the project and generally compatible with adjacent buildings and uses.

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;

   The proposed site configuration would feature three buildings clustered around a central courtyard. The site would be traversed by a one-way access road with parking clustered around the outer portions of the site, screened with significant amounts of vegetation. As such, the site configuration is expected to provide for a desirable environment that is both functional and aesthetically pleasing to residents 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;

   The project proposes a generous level of landscaping and will retain a number of trees at the property frontage to promote screening. The level of landscaping will soften the look of the new buildings and appears to be appropriate for the use and to promote continuity with surrounding properties.

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;

    The project will include interior students commons and dining area as well as an outdoor courtyard and amenity area. In addition, the project will provide alternative forms of transportation to serve the student population and facilitate ease of travel between the subject site and Greystone Campus as well as other destinations. Given the on-site amenities and provision of alternative transportation, the project is expected to provide sufficient ancillary functions to support the functionality of the student dormitory use and which are of a design that is consistent with the overall aesthetic.

11. Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;

    Primary automotive access will from Pratt Avenue and Vineyard Road, both of which were found to provide adequate circulation and access to the project site and have been conditioned to be improved to address project specific impacts. Onsite circulation and access is provided via one-way access road off of Vineyard Road and exiting at Pratt Avenue. This access road is expected to provide convenient vehicular site access. In addition, the project will be subject to Mitigation Measure Trans-2, which amongst other things, requires that the applicant introduce a Class II bike lane along westbound Pratt Avenue (northern side) extending from the project site to the intersection of SR 29 (Main Street)

and Pratt Avenue and restripe for a fog line along eastbound Pratt (southern side) extending from the project site to the intersection of SR 29 thereby promoting more safe and convenient connectivity for bicyclists. Accordingly, the project is expected to promote safe and convenient access for all types of transportation.

12. Whether natural features are appropriately preserved and integrated with the project;

    As a previously developed site, the Vineyard Lodge Housing site does not contain any significant natural features with the exception of some Coast Live Oak Trees. To accommodate the proposed buildings, the project will remove two (2) Coast Live Oaks, which pursuant to Mitigation Measure BIO-1, shall be replaced in-kind and at a ratio of three (3) new 15 gallon trees for every one tree removed. A portion of replacement oaks may be accommodated on the Greystone Campus if site constraints are such that all replacement trees cannot be accommodated within the proposed site plan. As such, the project will integrate natural features to the extent possible and where that is not possible, will mitigate accordingly.

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;

    Please refer to response No. 7.

14. In areas considered by the board as having a unified design character or historical character, whether the design is compatible with such character;

    Please refer to response No. 4

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;

    The proposed landscape plan will feature a variety of trees, shrubs, and sod. The majority of existing Camphor trees at property frontage will be maintained. The landscape plan will feature 21 plant types which will be distributed throughout the site and promote continuity and unity throughout the site as well as soften the look of paved parking areas around the periphery of the site and provide shade.

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;

    With the exception of the sod, all proposed plant materials are considered "low" water use plantings and are expected to be adaptable to the St. Helena climate. Further, all plantings on site are required to comply with the City of St Helena Municipal Water Efficient Landscape Ordinance, which regulates landscaping water use.

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

    As detailed herein, the project will use efficient fixtures and comply with Title 24 building standards. In addition, most landscaping will be comprised of low water use planting and will comply with the City of St Helena Municipal Water Efficient Landscape Ordinance. Further, the project will limit parking so as to avoid inducing vehicular travel demands and Green House Gas production by promoting use of alternative transportation and ride sharing. As such, the project will promote sustainable practices and climate protection.

C. SETBACK VARIANCE. Pursuant to Municipal Code Section 17.172.050, the Planning Commission makes the following variance findings to support the motion to approve a setback variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

The currently configured parcel was created in 1971 subject to dedication of a 20 foot strip of land along the northwesterly side of Pratt Avenue, creating a 60 foot right of way. As demonstrated in the applicant's setback variance request, neighboring properties were either (1) not required to dedicate land, or (2) were required to dedicate only a 10 foot strip of land. In addition, the property has a unique triangle shape with its widest and most developable portion immediately adjoining the property line subject to the special Pratt Avenue setback requirement. Literal enforcement of the 36 foot setback requirement from the property line—which encroaches 10-20 feet more into the property than does the property line at neighboring properties—would create a hardship peculiar to the property.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

Granting a variance would not constitute a special privilege for the property relative to neighboring properties. Six neighboring homes on the northwesterly side of Pratt Avenue are situated within the special 36 foot setback, none of which were required to dedicate a 20 foot strip of land like that of the subject property. The proposed development plan will exhibit a greater setback than what currently exists for the Vineyard Lodge 1 building (proposed for demolition). In light of the above, it is found that granting a setback variance is necessary for the preservation and enjoyment of the applicant's substantial property rights that

are possessed by nearby properties that are developed in similar proximity to the northwestern boundary of Pratt Avenue.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest, as the new developed portion of the property will be located further from Pratt Avenue than the existing Vineyard Lodge I, proposed for demolition. In addition, large mature trees along a substantial portion of the site frontage and along its other borders will screen the views of the new dormitory development. Recognizing the unique nature of the property and granting a Variance does not impair the purpose and intent of the Code's Variance chapter.

The chapter's stated purpose is, in part, to allow for deviation from a strict application of the Code in the event that a property exhibits an unusual shape or other exceptional characteristic, and as a result would be subjected to practical difficulties or undue hardship in their development. Authorization of the Variance is consistent with St. Helena's longstanding efforts to manage growth by encouraging further development of already developed parcels, rather than removal of vineyards within City limits, and would not adversely affect the General Plan. The project's 123-bed expansion to serve a projected enrollment expansion of 100 students will allow students who currently compete for housing with members of the St. Helena workforce to move into student dormitories; freeing up that housing would benefit St. Helena families and employees.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

The property has a unique shape and was required to dedicate a larger strip of land relative to other nearby properties subject to the 36 foot special setback. Accordingly, the property's condition is not so general or recurrent in nature to make formulation of a general regulation addressing the issue reasonably practicable.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's

borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

D. PARKING VARIANCE. Pursuant to Municipal Code Section 17.172.050, the Planning Commission makes the following variance findings to support the motion to approve a parking variance:

(a) A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

Imposition of the Code's parking requirement for a "rooming, boarding, or lodging house" or "hotel" in the student dormitory context would create a hardship peculiar to the property. Rooming, boarding, or lodging houses traditionally serve individuals unaffiliated with a college or university, who in a community such as St. Helena likely would require use of an automobile for daily activities. Similarly, hotels in St. Helena traditionally serve visitors exploring the region's amenities by private automobile. Requiring one parking space for each guestroom in those contexts is justifiable given the expected patterns of vehicle use, and the potential that failure to provide ample parking spaces could negatively affect neighboring properties. The Culinary Institute of America's students, on the other hand, are offered shuttle service for their daily trips to and from the Greystone Campus, do not require a car for the vast majority of their daily school-related activities, and are offered on-demand car rental for personal trips as well as access to free bicycles on site. Imposition of a one space per dormitory room requirement would create a hardship by dramatically changing the project as proposed and would require elimination of an open quad gathering area and potential reduction in number of student beds in favor of a hardscape parking lot.

(b) The Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

The Variance would not constitute a special privilege for the property relative to neighboring properties, none of which are developed with student dormitories that require limited on-site parking. Given the unique and limited travel patterns of student residents of the dormitory, with the Variance both the property and

neighboring properties will be subject to minimum parking requirements tailored to actual expected travel patterns and parking space demand, and neither the property nor neighboring properties will be required to provide unnecessary parking spaces reducing enjoyment of substantial property rights.

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

Authorization of the Variance will not be of substantial detriment to adjacent properties, nor will it materially impair the public interest. The Culinary Institute of America will provide shuttle and on-demand car rental service, will impose a highly restrictive permit system both at the property and the Greystone Campus discouraging students without assigned parking from bringing cars to St. Helena, will provide free bicycles for use by students, and is amenable to restrictions on parking in the surrounding area to benefit nearby residents by discouraging student parking off the property. The Variance serves the public interest by effectively removing vehicles from City streets, particularly St. Helena Highway, encouraging environmentally-friendly and efficient transportation to and from the Greystone Campus. The parking Variance does not impair the purpose and intent of the Code's Variance chapter. The chapter's stated purpose is, in part, to allow variation from strict application of the Code where extraordinary situations or conditions mean that literal enforcement would involve practical difficulties or would cause undue hardship. Here, requiring unnecessary parking spaces would work against the public interest and cause undue hardship to the property and the school. Authorization of the Variance is consistent with City and regional policies encouraging use of alternate modes of travel, both to reduce harm to the environment and to take traffic off local roads, and would not adversely affect the General Plan. These policies and goals are consistent with the project's shuttle service and free bicycle program that reduce the need for parking and provides further support for the parking Variance.

(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

Formulation of a general regulation is not reasonably practicable given the lack of other student dormitories in the City, the targeted transportation options provided to the Culinary Institute of America's students, and consistency with parking reduction practices at other California campuses as discussed in the Crane Transportation Memo that justify the Variance.

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Neither the Variance nor structures permitted by it will be detrimental to community public health, safety, and welfare. Granting the Variance will allow development of new student dormitories further removed from Pratt Avenue than the existing Vineyard Lodge I building. The applicant has designed the dormitory buildings to be partially screened by large, mature trees located along the site's borders. Reducing parking spaces on the site and restricting supply of parking permits for student dormitory residents will remove vehicles from the City's streets, particularly St. Helena Highway. Student residents will have ample transportation alternatives: the frequent shuttle service between the property and the Greystone Campus, free access to on-site bicycles and the new bicycle lane provided by the Culinary Institute of America along Pratt Avenue, and the St. Helena shuttle and VINE transportation. The parking Variance further discourages private automobile trips by Culinary Institute of America students in and around St. Helena, and therefore confers a benefit to the community.

E. Pursuant to Municipal Code Section 17.124.030 (H), the Planning Commission further finds that the Vineyard Lodge Housing Site constitutes an "unlisted use" and determines that based on the particularities of the proposed project, including the dormitory-use, established shuttle program, and provision of on-demand rental cars and bicycles, the provision of 69 designated parking spaces is sufficient to serve the project site.

F. USE PERMIT. Pursuant to Municipal Code Section 17.168.050, the Planning Commission finds that The Vineyard Lodge dormitories are appurtenant to the CIA at Greystone and provide affordable and convenient lodging for students enrolled in a culinary program. As conditioned, it is expected that the project would operate in an acceptable manner and therefore, the Planning Commission makes the following Use Permit findings to support the motion to approve the use permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

   The site operation is expected to be substantially similar to that currently existing. There is no expectation that the expansion of the student housing would generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.

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

   At project operation, the onsite land use at the Vineyard Lodge Housing Site and associated noise environment will continue to be typical of a multi-unit development (dormitories) and subject to the City's noise exposure standards. The expansion of the Vineyard Lodge Housing site is not expected to introduce a substantial permanent increase in the ambient noise environment due to activities onsite or as a result of stationary or mobile sources. The noise

generating elements of the proposed project such as outdoor conversations, mechanical equipment, the operation of landscaping equipment, car engines and car doors would be similar to the existing noise environment present on-site and in the vicinity. The project is expected to introduce noise elements at levels that are generally consistent with the ambient noise conditions.

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

   As detailed in the Noise Impact Study (Appendix L of the IS/MND), the project is expected to add less than 8 trips to Pratt Avenue during the a.m. and p.m. peak hours .This would constitute a negligible increase in traffic noise of less than 0.5 dB which falls well below the threshold of a perceptible change of 3 dB. As such implementation of the proposed project will not substantially increase traffic noise in the area.

4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.

   The Project will not result in substantial adverse impacts associated with any public facilities or services. The project site is located adjacent to the urban limit line and is well served by existing public utilities and services. The project will not generate a substantial increase in demands that warrant the expansion or construction of new public facilities. The project site is also located proximate to the police and fire stations. Additional fire service and police calls may occur as a result of the project. However, the project will be subject to the payment of development impact fees, including the Public Safety Impact Fee which funds equipment and facilities' costs for Police and the Fire Departments that may go towards vehicles, capital equipment, and building improvements so as to maintain a high level of public safety. Accordingly, the project will not place excessive demands on any public services.

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

   The project's internal circulation plan has been reviewed and meets all requirements of the St. Helena Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and sufficient access to residential buildings. Therefore, ingress and egress is considered adequate.

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

The proposed student housing is appurtenant to the Culinary Institute of America Greystone Campus. The housing would not displace local serving uses nor impair the City's viability of maintaining a local serving economy.

7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.

   The Vineyard Lodge site exhibits a land use and zoning designation of PQP: Public-Quasi-Public. The PQP zoning designation does not prescribe specific development standards, but rather stipulates that all projects within the PQP zoning district be subject to a conditional use permit and that development standards shall be established through the use permit review process. These regulations help guarantee that incompatible development and/or activities can be avoided by requiring such projects be held to a high level of scrutiny and are vetted through the public review process, CEQA review, and would be conditioned accordingly. Given that the proposed use serves an infill and expansion of an existing use there is no expectation that the proposed project would introduce an element that would conflict with the intent of the PQP zoning designation.

8. That the proposed use would not be in conflict with the City's General Plan.
   As detailed, herein the project would comply with applicable General Plan policies.

9. That the proposed use would not be injurious to public health, safety, or welfare.
   The proposed project consists of infill student housing that would operate in a manner substantially similar to the existing Vineyard Lodge Housing. As such, the project would not be injurious to health, safety, or welfare.

10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.

    Use permits are considered on a case by case basis and based on the specific merits of a given project. Accordingly, the granting of this use permit would not influence future decisions or otherwise set a precedent.

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.

    The applicant proposes to provide a level of parking commensurate with the demand exhibited by the current residents of Vineyard Lodge Housing Site. At present, 31 percent of residents hold parking permits. It is reasonably expected that this level of demand would continue with implementation of the proposed

project which would translate to 69 designated spaces for the total proposed resident population of 224 students. .

There is no reason to believe that the student to vehicle ratio would substantially change under the proposed project, namely because (1) the CIA retains authority to issue or not issue parking permits, (2) the project will be subject to a condition of approval stipulating that it may not issue more than 69 parking permits, and (3) the site is uniquely operated in that it provides frequent reliable transportation to and from the Greystone Campus and to other locations, as needed, will provide three on-demand rental cars, and per mitigation measure LU-1, will be required to introduce a scalable bike share program that may be expanded as demand necessitates. As such, the project is expected to be able to accommodate long term parking needs for residents of the site.

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

    As detailed in the Traffic Impact Report (Appendix Q of the IS/MND), the project's trip generation is minimal (approximately 4 trips during am and pm peak hours) and therefore the capacity of streets is presumed to be adequate.

G. The Planning Commission approves the demolition permit, design review, variances, and use permit for the above-described project with the following conditions of approval. The project shall be in conformance with all city ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

Conditions of Approval

1. Project approvals 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.
2. 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.
3. 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.

4. Upon approval of Resolution XX-XX, the Applicant shall provide the Planning Department with the Notice of Determination Fee required by Fish and Wildlife Code Section 711.4(d). The fee payment shall be made by check payable to the Napa County Clerk and in the amount required and published by the Napa County Clerk for such fee.
5. All Mitigation Measures enumerated in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are incorporated by reference and made conditions of approval.
6. Prior to issuance of any construction permits, these conditions of approval and the Mitigation and Monitoring and Reporting Program shall be included with the plan set. A copy of the approved plans shall be maintained on site when construction activities are underway.
7. Minor modifications to approved plans may be approved by the Planning Director insofar as they are in substantial conformance with this approval.
8. 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.
9. 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.
10. Construction shall be in compliance with plans submitted and reviewed by the Planning Commission on February 21, 2017, except as modified herein.
11. The site shall be kept clear at all times of garbage and debris. No outdoor storage is permitted.
12. A final lighting plan delineating building mounted lights shall be reviewed and approved by the Planning and Community Improvement Director prior to building permit issuance.
13. Trash bins shall not be visible from public right-of-way. The trash enclosure(s) will be constructed of opaque materials and be of sufficient size to permit the storage, removal and replacement of standard commercial size trash bins. No collection, storage or stacking of garbage, trash and refuse is permitted outside the trash enclosure.
14. All plantings shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, and cleaning of debris and trash, fertilizing and regular watering. Where necessary, plantings shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements, Irrigation systems shall be maintained in sound operating condition with heads periodically cleaned and replaced when missing to

ensure efficient watering and to maintain good health and vitality of landscape materials.

15. No signage is approved by this permit. A separate sign permit in compliance with the Municipal Zoning Code shall be obtained prior to installation of signage.
16. 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.
17. In any action or proceeding to attack, challenge, invalidate, set aside, void or annul the City's approval of applicant's Project, in whole or in part, applicant shall defend, at its own expense and without any cost to the City, and with counsel acceptable to the City, and shall fully and completely indemnify and hold the City, its agents, officers, and employees harmless from and against any and all claims, causes of action, damages, costs, attorney's fees and liability of any kind, so long as the City reasonably promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

Planning Department Conditions

18. As applicable, the permittee shall comply with any and all previous conditions of approval for the Vineyard Lodge Housing Site except as they may be explicitly modified by this action. To the extent there is a conflict between previous conditions of approval enumerated in Resolution No. 2004-33 or 2008-75 and these conditions of approval, these conditions shall supersede the previous permit and associated conditions.
19. Rental and/or occupancy of Vineyard Lodge dormitories shall be limited only to students who are actively enrolled at the Culinary Institute of America at Greystone in an Associate, Bachelor's, Master's and/or other Certificate Degree Programs with the exception that an on-site manager(s) shall reside on site consistent with State Housing Law, Title 25. The student's length of stay shall be commensurate with the respective degree program.
20. The Applicant shall provide a detailed Transportation Plan that describes the operation of (1) the shuttle service (2) the rental car service (3) parking permits for individual vehicles and (4) the specifics of the on-demand bike program as they relate to the Greystone Campus and Vineyard Lodge Housing Site. The Plan shall be subject to review and approval by the Planning and Community Improvement Director. A copy of the approved shall be provided and kept in the hard copy and digital project file and made available to the public as requested.
21. Parking Permits issued to students who are actively enrolled at the Culinary Institute of America at Greystone for the Vineyard Lodge Housing Site shall not exceed 69 permits at any one time.

22. No off-street parking is allowed on the Southside of Pratt Avenue, east of the Railroad Tracks.
23. The applicant shall obtain all required approvals in writing for communal kitchen facilities from the Napa County Department of Environmental Management. A copy of the approval shall be provided to the City and added to the project file.
24. Prior to issuance of building permit, the applicant shall enter into a Joint Water Use Agreement with the City and applicable to 830 Pratt Avenue and 2555 Main Street. The Joint Agreement shall authorize a maximum water allocation of 23.1 acre feet/year to be utilized by the two sites. The Joint Agreement shall include enforcement provisions and penalties if the allowance is exceeded in a given year. Said agreement is subject to the approval of the St Helena City Council.
25. Any significant change(s) to the operation of the approved use, including a substantial change in the operational characteristics of the site, intensity, or type(s) of uses shall require amendment to this use permit.

Public Works Department Conditions

26. Approval of this project shall be subject to the requirements of, and all improvements shall be designed and constructed in accordance with, the most current version at the time of improvement plan submittal, Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all current federal, state and county codes governing such improvements.

27. For any improvements outside the existing building envelope, a grading and drainage plan showing topographic data, all easements, infrastructure onsite and directly adjoining, and an erosion control plan shall be submitted for review and approval by the City Engineer prior to the issuance of a building permit. If the project entails more than 50 cubic yards of soil disturbance, 10,000 square feet of disturbance area, a cut or fill of 3 feet or more, or alteration of any drainage pattern, a grading permit shall be required.

28. 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.

29. Erosion and sediment control plans shall conform to the latest State and City codes at a minimum

30. The applicant shall adhere to the latest Water Agreement with the City and shall incorporate water conservation practices into the proposed project per the Water Availability Analysis prepared by Summit Engineering, dated September 2, 2016. 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.

31. 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).

32. A Post Construction Stormwater Operations and Maintenance Plan that provides a color-coded plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the Post Construction Stormwater Best Management Practices.

33. Prior to Certificate of Occupancy, the Applicant shall enter into and record a Post-Construction Stormwater Operations and Maintenance Agreement with the City.

34. 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).

35. A detailed Soils Investigation/Geotechnical Report shall be prepared and submitted for review. The report shall address, at a minimum, potential for liquefaction, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the Geotechnical Report.

36. 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.

37. 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 building permit. The plan shall be coordinated with any civil grading/drainage/improvement plans.

38. 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.

39. The developer shall underground all on-site utility lines per St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of applicant.

40. Due to the economic and engineering infeasibility of undergrounding regional serving overhead power lines, such existing lines may remain on overhead power poles.

41. Provide details of any and all proposed fencing, gates and/or walls on all plans submitted for building permit review.

42. 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.

43. Remodels or new construction which requires 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.

44. No construction shall commence until adequate access to fire water supply is available to building sites, and the Fire Chief shall ensure adequate access to fire water supply prior to issuance of building permits.

45. In order to confirm the theoretical assumptions in the provided sewer capacity study, the applicant is required to perform 7-day flow monitoring at the downstream sanitary sewer manholes (No. 6-5 and No. 6-18) to verify that the existing sewer pipe has adequate capacity to accommodate the proposed additional flows prior to building permit approval. Peak sewer flows will not be allowed to exceed 2/3 full pipe. If insufficient capacity is available at the site and

with the current infrastructure, a new sanitary sewer must be constructed with adequate capacity by the owner as a condition of the site development.

46. Construct frontage improvements in accordance with the *Frontage Improvement Plan* prepared by Summit Engineering, dated December 7, 2016. Said improvements shall include a full with grind and overlay of 0.10 feet and a cross section consisting of a minimum of 8' parallel parking, 5' bike lane, and 12' lanes (east and west).

47. 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.

48. 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.

49. Existing streets being cut by new utility services will require edge grinding and an A.C. overlay per City standards, extent to be determined by the Public Works Department.

50. 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

51. A building permit is required for all onsite demolition, construction and/or change of occupancy.

52. 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.

53. When submitting plans for a building permit, the plans shall include all documentation listed on the building permit application checklist.

54. The applicant shall provide a construction waste management plan with the building permit application.

55. 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.

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

57. 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

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

I HEREBY CERTIFY that the foregoing demolition permit, design review, and use permit for 2555 Main Street, and the foregoing demolition permit, design review, variances, and use permit for 830 Pratt Avenue were duly and regularly approved by the Planning Commission of the City of St. Helena at a regular meeting of said Planning Commission held on February 21, 2017 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

Grace Kistner
Chair, Planning Commission

ATTEST:

Noah Housh
Planning Director

Attachment 2

CITY OF ST. HELENA

RESOLUTION NO. 2004-33

APPROVING A USE PERMIT TO CONVERT THE MARLINDA SKILLED NURSING HOME TO A DORMITORY FOR STUDENTS ENROLLED AT THE CULINARY INSTITUTE OF AMERICA GREYSTONE CAMPUS.

PROPERTY OWNER: Eugene and Marthann Demchuk APN: 009-~~001~~-010-024

Recitals

1. The Culinary Institute of America (CIA) requested approval of a Use Permit to convert the Marlinda Skilled Nursing Facility to use as a dormitory for students enrolled at the CIA Greystone campus. The request was made pursuant to Section 17.140.020 D, which allows a non-conforming use to be changed to another nonconforming use of lesser intensity. The property is zoned A-20: Twenty Acre Agriculture and a skilled nursing facility is neither a permitted nor conditional use in the zoning district.

The Marlinda Skilled Nursing Facility is 15,862 square feet, including a storage/laundry building to the rear of the property. The main building has bedrooms, kitchen, offices, physical therapy rooms and a beauty salon. The facility is located on a 2.61 acre property and has City water and City sewer services.

Marlinda has been licensed for an occupancy of 70 residents in the past, but has been operating with a permit for 61 residents in recent years. The CIA proposes to use the facility for 40 students and one resident manager. The interior of the main structure will be remodeled to have 40 bedrooms, each with a private bath. There will be also be a lounge / dining area and kitchen. The exterior of the structure will not be modified except to repair existing conditions. The storage/laundry building will remain in that use. The students will attend courses at the CIA Greystone campus for periods of time ranging from three to five days. The school will operate a shuttle bus to take students between the dormitories and the Greystone building.

The CIA would also like to utilize the property for overflow parking from special events. The CIA has previously utilized Beringer Vineyards, Charles Krug, Markham Winery, Freemark Abbey, St. Clement, and Marlinda for overflow parking.

2. The Planning Commission of the City of St. Helena, State of California, held a noticed public hearing on February 17, 2004 and approved the use permit.

3. The Planning Commission action was appealed to the City Council by Joice Beatty. The appeal was filed within the 14 day appeal period.

4. The City Council of the City of St. Helena, State of California, held a noticed public hearing on March 23, 2004.

Resolution

The City Council of the City of St. Helena, State of California, approved the Use Permit on the following basis:

A. The City Council hereby finds that this project is exempt from the California Environmental Quality Act pursuant to Section 15301, Class 1 of the CEQA Guidelines pertaining to existing facilities. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

B. The City Council makes the following Use Permit findings, Section 17.168.050, to support the motion to approve the Use Permit:

1. That the proposed use would not generate odors, fumes, dust, light, glare, radiation or refuse that would be injurious to surrounding uses or to the community.
2. That the proposed use would not generate levels of noise that adversely affect the health, safety, or welfare of neighboring properties or uses.
3. That the proposed use would not generate traffic noise in excess of the "normally acceptable" range identified in the General Plan.
4. That the proposed use would not make excessive demands on the provision of public services including water supply, sewer capacity, energy supply, communication facilities, police protection, and fire protection.
5. That the proposed use would provide adequate ingress and egress to and from the proposed location.
6. That allowing the proposed use would not conflict with the City's goal of maintaining the economic viability of a local serving economy.
7. That the proposed use would be compatible with surrounding land uses and would not conflict with the purpose established for the district within which it would be located.
8. That the proposed use would not be in conflict with the City's General Plan.
9. That the proposed use would not be injurious to public health, safety, or welfare.
10. That granting the use permit would not set a precedent for the approval of similar uses whose incremental effect would be detrimental to the City or would be in conflict with the General Plan.
11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long term parking needs of employees and business owners and customers is available.
12. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.

C. The City Council makes the following additional findings, pursuant to Chapter 17.168. to allow the conversion of a non-conforming use to another non-conforming use of lesser intensity:

1. The proposed nonconforming use is of lesser intensity than the previous nonconforming use (e.g., fewer employees, reduced storage capacity, reduced demand on public facilities, reduced traffic impacts, less energy consumption or fewer hours of operation);

The City Council utilized the following information for the approval of this finding:

Marlinda operates with 45 full time employees over three shifts per day plus other part-time employees. The CIA dormitory use would have one resident manager plus part time housekeeping and gardening services.

Storage capacity would be reduced on site because interior rooms are being rearranged to be bedrooms.

Water and sewer use is projected to decrease with the dormitory use. The following chart shows the water use for Marlinda for the years 2001, 2002, and 2003.

Year	2001	2002	2003	3 year average
Avg. use per day	6,657 gpd	6,545 gpd	5,597 gpd	6,266 gpd
Avg. 2 month use	399,432 gallons	392,700 gallons	335,852 gallons	375,994 gallons
Yearly use	2,396,592 gallons	2,357,696 gallons	2,015,112 gallons	2,256,466 gallons

A water use agreement will limit the water use of the dormitory to 1,150,000 gallons of water per year. This is approximately 50% of the historical use.

The decrease in sewage generation should also be proportionately decreased with the conversion to dormitories. The Marlinda sewage system is unusual in that there are three on-site septic tanks, but no leach field. Instead, there are grinders in two of the tanks to break down the solids. These two tanks are then pumped into the larger third tank. The liquids from the third tank are pumped to the City's Crinella Street Pump station, which then pumps to a gravity flow sewer main.

There will be a substantial reduction in traffic trips due to the reduction in employees on-site.

The lighter occupancy load, fewer hours of occupancy, and fewer employees should result in less energy consumption.

The skilled nursing facility operates 24 hours per day, 365 days per week. The dormitory will primarily be occupied during weeknight evenings when classes are over for the day.

2. The proposed nonconforming use will not be detrimental to any existing or potential permitted use in the area in which the nonconforming use is located. These findings shall be in addition to those required for the approval of use permits contained in Chapter 17.168. If a nonconforming use is replaced by a use of lesser intensity, the occupancy thereafter may not revert to a use of greater intensity. In granting a use permit to allow a nonconforming use to be replaced with another nonconforming use of lesser intensity, the planning commission shall establish an amortization schedule for the nonconforming use, by setting a date after which the nonconforming use must be discontinued or replaced with a conforming use.

Existing and potential uses in the surrounding agricultural and residential districts will not be harmed by the change in non-conforming use .

The amortization period for the dormitory use shall coincide with the time period allowed by the Income Tax Code for amortization of the buildings and improvements. That time period allows a thirty-nine and one half year depreciation schedule.

D. The Use Permit for the above described use is granted subject to compliance with the following conditions. Permit shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit. The conditions noted below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

1. The Use Permit shall be vested within one (1) year from the date of approval. A building permit for the use allowed under this Use Permit shall have been obtained within one (1) year from the effective date of the Use Permit or the Use Permit shall expire; provided however that the Use Permit may be extended for up to two (2) one-year periods pursuant to the St. Helena Municipal Code, Section 17.08.130, Extension of Permits and Approvals.

2. This permit is valid for this use only. New permits must be applied for upon any change in use. These permits will expire if the use is discontinued pursuant to then existing ordinances and regulations.

3. Any request for an extension of the Use Permit must be justified in writing and received by the Planning Department at least thirty (30) days prior to expiration.

4. All required fees, including planning fees, development fees, building fees toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit. Fees shall be those in effect at the time of the issuance of the building permit. All required fees, including planning fees, development impact fees, building fees, toilet retrofit fees, and St. Helena Unified School District fees shall be paid prior to issuance of building permit. **Pursuant to City Council Resolution 2003-65, the owner and applicant are informed of the following:**

   In recognition of the need for additional affordable housing, and to mitigate the effects of this development on the supply and demand of affordable housing, the permitee shall be subject to a Housing Impact Fee, an inclusionary requirement, an in-lieu fee, and/or similar fair and appropriate mechanisms, to provide funds for or to develop additional affordable housing, should such mechanisms be established by the City.

5. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases no later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.

6. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.

7. Provided they are in general compliance with the Use Permit, minor modification may be approved by the Planning Director.

8. This Use Permit shall run with the land and shall be binding upon all parties having any right, title or interest in the real property or any part thereof, their heirs, successors and assigns, and shall inure to their benefit and benefit of the City of St. Helena.

9. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The owner/applicant is responsible for meeting with the Building Official / Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.

10. This permit allows the continuation of a legal non-conforming use. Pursuant to Municipal Code Section 17.140.020 D. 2., the Planning Commission establishes an amortization schedule of 39.5 years. Therefore, the use shall be discontinued or brought into legal conforming status prior to September, 2043.

11. The use of the Marlinda facility as a dormitory fulfills the 1993 use permit requirement for student accommodations and allows the enrollment of 104 students at the Greystone Campus.

12. Construction shall be consistent with plans marked Exhibits A, B and C, dated 02/03/04 and with the uses as described in this document.

13. The dormitory rooms shall only be rented to students and teachers of the Culinary Institute of America at Greystone. Rental of rooms are subject to payment of the Transient Occupancy Tax (TOT) pursuant to Municipal Code Chapter 3.28.

14. CIA shall operate a shuttle bus between the Greystone campus and the Pratt Avenue dormitories. The minimum service provided by the shuttle bus shall be on weekdays to coincide with class schedules.

15. In compliance with State Housing Law (Title 25), a manager is required to reside upon the premises.

16. The Marlinda parking lot shall only be utilized by staff and students of the Culinary Institute of America.

17. The property owner shall enter into a water use agreement with the City of St. Helena for municipal water use not to exceed **1,150,000** gallons of water per year. The water agreement shall also be structured to encourage other means of water conservation.

18. A Magnetic Flow Meter shall be installed on the pump at the wastewater system to measure the sewerage flows to the Crinella pump station for the purpose of determining the extent of stormwater infiltration.

19. Any future modifications to landscaping shall be submitted to the Planning Director for reviews. Landscape plans shall comply with Ordinance 92-20, Water Efficient Landscape

Standards and Procedures. Plans shall be designed and verified by a landscape professional and shall include drought tolerant landscaping and low water irrigation systems. Landscaping shall not block vision from exits or at street intersections If the landscape area is 2,500 square feet or greater, a landscape water flow meter shall be installed for verification of the amount of water being used for landscaping.

20. Plant materials shall be purchased from a source that verifies they have been inspected for glassy winged sharpshooter to ensure that they will not contribute to the spread of Pierce's disease to the surrounding vineyards.

21. Plans and specifications for alteration of the existing automatic fire protection system shall be submitted to the Fire Department for review and approval prior to permit issuance.

22. Fire equipment shall be inspected annually by the Fire Department.

23. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.

24. The applicant shall provide for the enclosed storage of trash and separated recyclable materials. The design of the trash storage and recycling area shall be reviewed and approved by the Planning Director.

25. A backflow prevention device shall be installed prior to occupancy unless waived by the Public Works Director.

26. No signs, awnings, or facade modifications shall be installed or constructed without approval of a Sign Permit or Design Review.

27. This property is located in an agricultural district. There exists a right-to-farm the adjoining property. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.

Approved at a Regular Meeting of the St. Helena City Council on March 23, 2004 by the following vote:

AYES: Councilmembers Potter, Schoch, Savidge, Sklar, Mayor Slavens
NOES: None
ABSENT: None
ABSTAIN: None

CITY OF ST. HELENA Incorporated March 24, 1878 Re-Incorporated May 14, 1909 STATE OF CALIFORNIA

APPROVED:

Ken Slavens
Mayor

ATTEST:

Delia Guijosa
City Clerk

CITY OF ST. HELENA

RESOLUTION NO. 2008-75

APPROVING A USE PERMIT, DESIGN REVIEW, AND DEMOLITION PERMIT FOR THE CULINARY INSTITUTE OF AMERICA, 830 PRATT AVENUE.

PROPERTY OWNER: Culinary Institute of America **APN:** 009-101-024

RECITALS

1. Request of the Culinary Institute of America for a Use Permit, Demolition Permit and Design Review to construct a second dormitory building at the Vineyard Lodge site at 830 Pratt Avenue.

The project also includes a Rezoning of the parcel from A-20: Twenty Acre Agriculture to PQP: Public & Quasi-Public, as adopted with Ordinance 2008-8. Other project components at the CIA Greystone campus, 2555 Main Street, were approved with Resolutions No. 2008-76 and No. 2008-77.

3. The applicant's proposal is subject to review under the California Environmental Quality Act (CEQA). An Initial Study was prepared on the proposed project and an Environmental Checklist was utilized to focus the Initial Study on the environmental factors that may be impacted or further impacted by implementation of the proposed project. The document was posted for a review period of June 12, 2008 through July 15, 2008. A Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan were adopted with Resolution No. 2008-74.

4. The Planning Commission of the City of St. Helena, State of California, held noticed public hearings for this project on July 1, 2008 and July 15, 2008 for the purpose of reviewing the project. The Planning Commission recommended approval of the project to the City Council.

5. The City Council of the City of St. Helena, State of California, held a noticed public hearing for this project on August 26, 2008.

FINDINGS

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

A. The City Council determined that the project is subject to CEQA and adopted a Mitigated Negative Declaration, including the recommended mitigation measures attached to the Initial Study and Mitigation Monitoring and Reporting Program (MMRP). The Mitigated Negative Declaration prepared for this project and circulated in compliance with the requirements of CEQA established that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions to the

project in the form of mitigation measures have been adopted. The City Council adopted the Mitigated Negative Declaration with the following findings:

1. This project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
2. This project does not have impacts that are individually limited, but cumulatively considerable.
3. This project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

B. The City Council makes the following findings for approval of the Demolition Permit to demolish the abandoned laundry building pursuant to Section 17.164.050:

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.

C. The City Council makes the following findings for approval of a Use Permit, contained in Municipal Code Section 17.168.050 , to support the motion to approve a Use Permit to allow the proposed improvements on the subject parcel:

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

11. That, as demonstrated on a detailed plan submitted by the applicant, adequate off-street parking to accommodate the long-term parking needs of employees and business owners and customers is available;
12. That the capacity of surrounding streets is adequate to serve the automobile and delivery truck traffic generated by the proposed use.

D. The City Council approves the Design Review for construction of the project subject to the applicable Design Criteria contained in Municipal Code section 17.164.030:

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

RESOLUTION

A. The City Council approves the project entitlements, as identified herein, subject to compliance with the following conditions. This project shall be in conformance with all City ordinances, rules, regulations and policies in effect at the time of issuance of the

approval. The conditions noted below are particularly pertinent to this action and shall not be construed to permit violation of other laws and policies not so listed.

1. This approval is contingent upon the approval of the Zoning Ordinance Map Amendment to change the Zoning designations from A-20: Agriculture to PQP: Public & Quasi-Public.
2. Compliance with all permit conditions shall occur in accordance with specific regulations but in all cases not later than prior to occupancy or initiation of use unless another time is set by law or by this approval. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.
3. The applicant will defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul an approval so long as the City promptly notifies the applicant of any such claim, action, or proceedings and the City cooperates fully in the defense of the action or proceedings.
4. Provided they are in general compliance with the project as approved by the City Council, minor modifications may be approved by the Planning Director.
5. 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 the benefit of the City of St. Helena.
6. The primary purpose of this review is for compliance with the General Plan and Zoning Ordinance. The owner/applicant is responsible for meeting with the Building Official / Fire Inspector to review compliance with Building and Fire Codes, including fire protection systems and the accessibility standards of Title 24.
7. All required fees, including planning fees, development impact fees, and building permit fees shall be paid prior to issuance of building permit unless such payment has been modified by adopted mitigation measures or conditions of approval. Fees shall be those in effect at the time of the issuance of the building permit.
8. This permit authorizes the construction of a new 12,282 sq. ft. dormitory at 830 Pratt Avenue. The new dormitory will house 60 students and 1 on-site manager. The project shall achieve LEED Silver certification at a minimum and shall be consistent with Exhibits A-E, dated 7/01/08, unless modified herein.
9. The Transient Occupancy Tax (TOT) shall only be paid for residents of the new dormitory if their stay is for a period of time of less than 30 days. Payment of TOT shall continue to be paid by residents of the existing dormitory regardless of the length of stay.
10. All uses of the property shall be in compliance with the PQP: Public & Quasi-Public zoning district regulations.

11. The applicant shall observe and comply with the no parking regulations that will be drafted, adopted and enforced by the City of St. Helena's police department for the south side of Pratt Avenue east of the rail road tracks.
12. The applicant shall be responsible for coordination and compliance with Napa County Department of Environmental Management regulations for the proposed dormitory kitchen facilities. A letter of approval for the kitchen facilities from the Napa County Department of Environmental Management will be required prior to issuance of building permits.
13. The applicant shall be responsible for compliance with all mitigations measures adopted as part of this project and listed in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) adopted as part of the this permit.
14. Prior to issuance of building or demolition permits the applicant shall provide the Department of Toxic Substance Control (DTSC) with a Phase I report for review specific to the soil studies conducted at the Vineyard Lodge location.
15. No trees shall be removed from site without written approval by the St. Helena Planning Department.
16. No signs shall be installed or constructed without approval of a Sign Permit
17. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.
18. The applicant shall provide for the enclosed storage of trash and separated recyclable materials. The design of the trash storage and recycling area shall be reviewed and approved by the Planning Director.
19. Fire equipment shall be inspected annually by the Fire Department.
20. Installation of a rapid entry Knox Box system, unless waived by the Fire Chief.
21. Construction activities and business operation shall be in compliance with all mitigation measures adopted in the Negative Declaration.
22. Prior to issuance of a demolition permit, the applicant shall provide the Building Department with an approval letter from the Bay Area Air Quality Management District authorizing the demolition.
23. To preserve air quality, the following practices shall be observed during construction:
    - Water all active construction areas at least twice daily.
    - Cover all trucks hauling soil, sand, and other loose materials.
    - Apply water three times daily to all unpaved access roads, parking area, and staging areas at the construction site.
    - Sweep adjacent public streets daily with water sweepers if visible soil material is carried onto streets.

24. Plant materials shall be purchased from a source that verifies they have been inspected for glassy winged sharpshooter to ensure that they will not contribute to the spread of Pierce's disease to the surrounding vineyards.

25. Landscape plans shall comply with Ordinance 92-20, Water Efficient Landscape Standards and Procedures. Plans shall be designed and verified by a landscape professional and shall include drought tolerant landscaping and low water irrigation systems. Landscaping shall not block vision from exits or at street intersections.

26. Mechanical equipment, including heating and air conditioning units shall be located away from property lines and shall be shielded or enclosed to minimize noise levels. Noise generated shall not exceed 60 dBa, Ldn.

27. The applicant and/or construction manager shall notify all contractors and subcontractors that no trespassing is allowed on adjoining properties.

28. To reduce disturbance of residents in the project vicinity, construction activities which generate noise that can be heard at the property line of any parcel of real property within the City limits shall be limited to 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to 7:00 a.m. to 6:00 p.m. Exceptions to these time restrictions may be granted by the Public Works Director for one of the following reasons: (1) inclement weather affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance of such work. No construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.

29. This property adjoins an agricultural district. There exists a right-to-farm the adjoining property. There is a good faith expectation that no complaints will occur regarding legal, normal agricultural activities on the adjacent land. Such activities may include day or night disbursement of chemicals, and creation of dust, noise, or fumes.

Approved at a Regular Meeting of the St. Helena City Council on August 26, 2008 by the following vote:
AYES: Councilmembers Schoch, Novak, Potter, Sklar, Mayor Britton
NOES: None

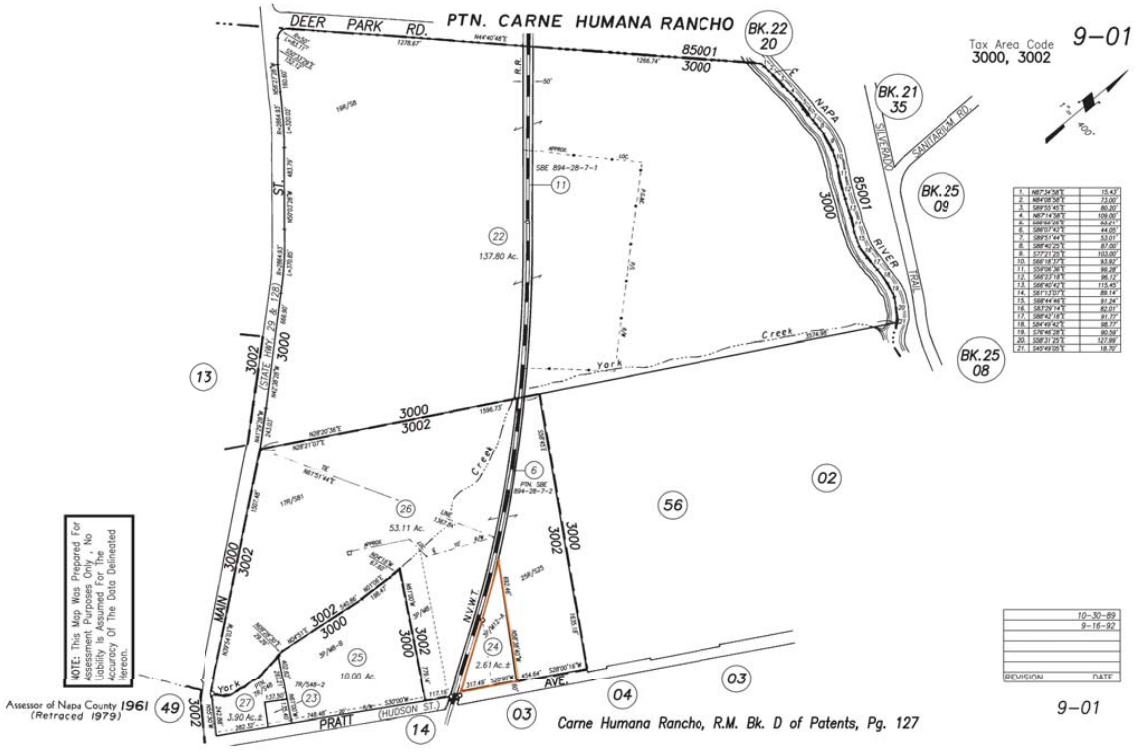
APPROVED:

Delford Britton
Mayor

ATTEST:

Delia Guijosa
City Clerk

CITY OF ST. HELENA Incorporated March 24, 1876 Re-incorporated May 14, 1939 STATE OF CALIFORNIA


DEER PARK RD.
PTN. CARNE HUMANA RANCHO
BK. 22 20
BK. 21 35
BK. 25 09
BK. 25 08
Tax Area Code 3000, 3002
9-01
NAPA
SILVERADO
SANTA HELENA HWY.
RIVER
MAIN ST
PRATT
(HUDSON ST.)
AVE.
RVWT
York Creek
137.80 Ac.
53.11 Ac.
10.00 Ac.
2.61 Ac.±
3.90 Ac.±
SBE 894-28-7-1
PTN. SBE 894-28-7-2
NOTE: This Map Was Prepared For assessment Purposes Only , No Liability Is Assumed For The Accuracy Of The Data Delineated Hereon.
Assessor of Napa County 1961 (Retraced 1979)
Carne Humana Rancho, R.M. Bk. D of Patents, Pg. 127
10-30-89
9-16-92
9-01


Attachment 4
830 Pratt Ave
Pratt Ave
Cinella Dr
© 2016 Google
Google Earth
Tour Guide
1993
38°30'47.83" N 122°28'29.72" W elev 243 ft eye alt 2410 ft

Attachment 5
RECEIVED
PLANNING DEPARTMENT
JUN 28 2016
City of St. Helena

PRATT AVENUE HOUSING PROJECT DESCRIPTION

The CIA was fortunate to be able to acquire the former Marlinda facility to provide additional housing. This flat site, located extremely close to the Greystone educational facility, provided an opportunity to provide essential needed housing at an affordable cost with the added benefit of reducing pressure on the supply of affordable rental housing in the City of St. Helena. The property was zoned Public-Quasi Public in 2008 because it is an intrinsic element of the CIA's efforts to provide world-class education to students seeking professional employment in the hospitality industry.

With the expansion to 300 students, the Master Plan requires a net increase to amount of student housing at the Vineyard Lodge site. The Use Permit Amendments will authorize approval of:

- Demolition of the 15,050 sf existing Vineyard Lodge 1, an aged and inefficient residential facility. The CIA will construct three new lodges, ranging in size from 11,380 sf to 17,885 sf, for total new construction of 40,645 sf, or a net increase of 25,595 sf after the demolition of Vineyard Lodge 1.

- These three lodges will contain 164 new beds primarily in double rooms, with a few single units (a net gain of 123 beds with the elimination of 41 beds due to the demolition of Vineyard Lodge 1). Combined with the 60 beds in the existing Vineyard Lodge 2 ("VL 2") there will be a maximum occupancy of 224 residents on-site.

- With its PQP: Public & Quasi-Public zoning the property is properly zoned for the development of additional student housing in conjunction with the educational program at Greystone. Furthermore, under the PQP: Public & Quasi-Public zoning district, property setbacks and other design characteristics are not required to comply with adjacent zoning standards, but are determined through the Use Permit process. The CIA is mindful of the potential visual impacts of the project for neighbors and passerby. The CIA will retain the current large camphor trees located along Pratt Avenue that provide substantial existing screening of the current and proposed improvements, and additional landscape screening will be added as needed. While this property has agricultural properties surrounding the site, the largest neighbor, located on two sides is the Beringer winery which operates a large winery to the west, and has vineyard and sewage treatment ponds on the east. PQP zoning requires that these developments honor the "right to farm" on adjacent property and the Vineyard Lodge has never had an issue with the agricultural activities occurring alongside. In fact, Treasury Wine Estates, the owner of the adjacent property, has agreed to formalize an easement for shared use of the existing roadway partially owned by the CIA and Treasury.

The CIA has made numerous modifications to its plans for housing at the Vineyard Lodge. Even before a community meeting in April, the CIA revised its housing design to

eliminate rooms at either end of the proposed third floor units along Pratt Avenue so that the roof could be sloped downward to minimize the bulking of the buildings. In addition, the lodges were oriented to minimize the views of the larger sides of the buildings to passing motorists and pedestrians. Through screening and architecture, the CIA sought to minimize the visual impacts of the buildings along Pratt Avenue.

After the April community meeting facilitated by the Planning Department, the CIA reconsidered its site design to address the following issues that were raised by the staff and the public:

1. A concern about "massing" of the buildings by the inclusion of three story buildings along Pratt Avenue.

2. A request that the project be redesigned so that buildings would be set further back from Pratt Avenue to permit screening to be retained and added, and to minimize the visual impact of buildings along Pratt Avenue.

3. A desire for a reduction in the total capacity of the housing, and a request that the number of single rooms (which were predominant) be modified so that double rooms would be the primary room occupancy design, which would reduce the total square footage required for housing students.

4. Reassurance that noise factors on-site would not adversely impact neighboring properties.

5. A concern about potential adverse impacts on neighbors from student intrusions onto neighboring lands.

6. City staff voiced concerns regarding a lack of cohesion and connection with the existing VL 2 that will be retained.

The CIA has exhaustively analyzed possible revisions to the project that would address neighborhood concerns. After much thought and discussion, the submitted plans have been revised to address the design concerns noted above. The project's new design proposes the following improvements:

- The project's proposed buildings along Pratt Avenue have been pushed back an additional 15 feet to provide a 20' setback. Further, the project has modified the building design to eliminate any three story lodges along Pratt Avenue. Building B, located directly along Pratt Avenue, is entirely a two story building. Building A, an L-shaped building with a wing directed toward Pratt Avenue runs westward into the site as a two story building until it turns southward as a three story building on the interior of the site. Building A remains a two-story design for 151'6" from the innermost end of the current parking indent along Pratt Avenue, or 177'0 from the standard width of Pratt Avenue adjacent to all other properties along the entire length of Pratt Avenue other than the Vineyard Lodge property. Building C, which runs along the southern-most boundary line of the Vineyard Lodge site along the Napa Valley Wine Train tracks is three

stories in height, but the building is 90' from the current widened edge of Pratt Avenue, or 116' from the northern boundary of the travel-way of Pratt Avenue that currently exists along its entire north side.

- Through a redesign of the Lodge interiors, the CIA reduced student capacity by 12 beds, while also reducing total new construction from 42,610 sf to 40,645, a reduction of 1,965 sf, almost 10% of the total net new construction of 25,595 after the removal of Vineyard Lodge 1. The reduction in capacity was accomplished in substantial part due to the inclusion of substantially all double-rooms rather than the original focus on single room units.

- The CIA undertook a noise study to address concerns that site noise would adversely impact on neighboring properties.

- The CIA reviewed its records and determined that the perception that numerous complaints had been made regarding student intrusions onto neighboring properties was not supported by governmental records. The on-site director has the support of the CIA's security staff to ensure compliance with trespass and nuisance violations, and violators will be expelled.

- The CIA integrated VL 2 into the site design by providing for a central plaza, reducing the width of the road between VL 2 and Building A, eliminating parking in that central area and adding porches the VL 2 side of Building A so that the existing lodge no longer looked at the "back side" of Building A.

The CIA has continuously sought to provide as much housing for its students (who are employees at the CIA and throughout the St. Helena area) as possible, far in excess of that offered by any other businesses or educational facilities in St. Helena. Housing is of a serious concern to the residents and employees of St. Helena. The CIA has had to lease several houses in the City of St. Helena for its students. This housing plan has been developed to reduce the number of students who need to obtain housing off campus, thereby creating additional affordable rental housing options for other St. Helena residents.

The CIA currently has housing for 38 students in a Guest House constructed at the northern edge of the Greystone site and currently has 101 beds on the Vineyard Lodge site providing total housing capacity for 139 beds. While it proposes an increase of 100 students to its current 200 student capacity at Greystone, the new occupancy at Vineyard Lodge will be 224 beds, an increase in occupancy by 123 beds. Between existing housing at Greystone and Vineyard Lodge, and the new housing at Vineyard Lodge, the CIA will have housing for 262 of its total 300 students.

At the community meeting in April, suggestions were made that the CIA should develop some or all of this additional student housing at other sites, including the Greystone site. The CIA is fully aware of the market for housing and additional developable land in the City of St. Helena and no viable alternative site is available. Land surrounding the City is located within the County of Napa, and is not zoned for this kind of development. And, development of additional housing at Greystone is not viable. The current parking at Greystone will continue to be needed after the Master Plan because there will still be community and private events

requiring parking so the physical removal of needed parking will interfere with the safe and efficient operation of Greystone. The vast majority of the undeveloped land on-site is on steep slopes (and the land about the Historic Greystone Building is subject to a conservation easement that prohibits additional development). And, the cost to develop the Carpy House into an additional dorm would provide minimal additional beds at a prohibitively high cost. For financial, educational, and social programming reasons, students are best served by a compact campus where they obtain housing at an affordable cost.

The CIA's AOS educational program is a total two year program for students who continue their education by employment either on campus or at restaurants and other hospitality facilities in and around St. Helena. CIA students provide a substantial portion of the work force in local restaurants, and the CIA believes it is in the best interests of the citizens of St. Helena, and for its students, for the CIA to provide substantially all of its housing on-site at an affordable price rather than requiring its students to obtain housing in competition with other residents of St. Helena. The CIA believes its mission to provide adequate housing for essentially all of its students is a model workforce housing program that reduces housing demand in the local community. The CIA is eager to discuss with its neighbors, and the City, how to address this important housing need during a severe housing shortage within the City, and how to mitigate the visual impacts on its neighbors.

The CIA is mindful of the City of St. Helena's concerns regarding possible impacts on its infrastructure. The CIA believes that the project will mitigate all such concerns:

- Water Issues. Upon the full implementation of the Master Plan, the combined water demand from the Greystone site and the Pratt Avenue housing will be "water neutral." Under the current Water Agreement with the City, the Pratt Avenue site is allocated 4,750 gpd for its occupants. As noted in Summit Engineering's Water Availability Analysis, there is ample additional water available under the Greystone Water Agreement for the combined Water Agreements at these two sites to provide adequate water within the total current allotment from the City of St. Helena. Furthermore, the potential availability of domestic water from well water on the Greystone site, will ensure that the combined water demand from these two properties will be "water neutral" even after the full implementation of the Master Plan. The two Water Agreements have been inter-connected since the acquisition of the Vineyard Lodge property and transfers of water between the two Agreements has been allowed by the City in the past. As a result, the CIA proposes that they be combined into a single combined Water Agreement for both properties.

- Traffic Issues. Upon full implementation of the Mater Plan, the traffic impacts will be reduced along Main Street, and there will be a negligible change at the intersection of Pratt Avenue and Highway 29/128. As noted in the Crane Transportation Group's ("CTG") Traffic and Parking Study, the relocation of employees and programs to Copia, and the substantial reduction in the size and period of operation with the new restaurant will substantially reduce daily traffic to Greystone. In addition, students residing at Vineyard Lodge are not allowed to

park at Greystone, they must utilize the existing CIA shuttle service, or walk to the site. The CIA will acquire a larger bus (32 seats) as well as its two existing shuttles (22 & 14 seats respectively) to be utilized in its shuttle service, which will allow more students to be transported between Vineyard Lodge and Greystone with the same number of trips. At the same time, the number of larger conferences and events that create the greatest traffic and parking demand at Greystone are being relocated to Copia. As a result, the CTG study concluded that the expansion of the housing capacity at Vineyard Lodge by 123 beds only increases traffic by the negligible amount of 4 trips per day at the Pratt Avenue – Highway 29/128 intersection.

- Parking Issues. Upon implementation of the Master Plan, the parking capacity for students at Vineyard Lodge will be adequate. The CIA has substantial experience operating the housing at Vineyard Lodge as well as the housing on its Greystone site and its campus in Hyde Park, N.Y. The Vineyard Lodge site currently has excess parking capacity. Existing parking permits on-site total only 31% of the capacity of 101 person capacity of the existing dormitories. The accompanying Variance Application requests a reduction in the required parking capacity on-site because most students residing in on-campus housing do not bring their own vehicles when traveling to attend Greystone. Based on the current 31% parking permit need, the CIA has determined that only 31% of the total 224 students will require parking permits, for a total of 69 spaces. To address the needs of students who do not bring vehicles to the Vineyard Lodge dormitories the CIA will provide space for 3 shared rental cars to address students' sporadic needs for access to their own automobiles. Such need is substantially diminished because no Vineyard Lodge residents are allowed to park at Greystone; the shuttles provided by the CIA (including the larger 32 passenger capacity bus to be introduced to the shuttle schedule) provide convenient travel to Greystone; and the CIA uses its shuttles to pick up and deliver students from nearby airports and other public transit sites. The included Variance requests reduced parking requirements to reflect the reduced need for parking and student-owned vehicles.

- Effluent Issues. Summit Engineering's Wastewater Feasibility Study has concluded that there will not be a significant impact on St. Helena's wastewater disposal system due to the expansion of available storage capacity, pretreatment options, and flow regulation.

The CIA believes that it has the duty to improve the rental housing market in St. Helena, and to provide affordable housing for its students. The CIA also recognizes neighbor concerns regarding potential adverse impacts, and has made a substantial effort to address those concerns with an improved design.

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PLANNING DEPARTMENT
JUL 12 2016
City of St. Helena

VINEYARD LODGE 1 DEMOLITION
PROJECT DESCRIPTION

The CIA was fortunate to be able to acquire the former Marlinda facility to provide additional housing. This flat site, located extremely close to the Greystone educational facility, provided an opportunity to provide essential needed housing at an affordable cost with the added benefit of reducing pressure on the supply of affordable rental housing in the City of St. Helena. The property was zoned Public-Quasi Public in 2008 because it is an intrinsic element of the CIA's efforts to provide world-class education to students seeking professional employment in the hospitality industry.

With the expansion to 300 students, the Master Plan requires a net increase to amount of student housing at the Vineyard Lodge site. The Use Permit Amendments, dated June 22, 2016, included the following description of proposed demolition work:

- Demolition of the 15,050 sf existing Vineyard Lodge 1, an aged and inefficient residential facility. The CIA will construct three new lodges, ranging in size from 11,380 sf to 17,885 sf, for total new construction of 40,645 sf, or a net increase of 25,595 sf after the demolition of Vineyard Lodge 1.

The proposed demolition of Vineyard Lodge 1 meets the criteria set out for demolition of a structure in the St. Helena Municipal Code for the following:

- The existing building is not architecturally or historically significant.
  Built at an unknown date, the original structure at the site was a residential building. Multiple additions over numerous years created and expanded the convalescent hospital facility and completely engulfed and incorporated the original residential structure within its walls.
- The demolition does not eliminate elements that are required to maintain the essential character of the neighborhood.
  The existing structure does not contain any character defining features.

As stated in the Use Permit submittal, the CIA believes that it has the duty to improve the rental housing market in St. Helena, and to provide affordable housing for its students. Demolition of this existing building is necessary to achieve this goal.

AMENDED AND RESTATED
PROJECT STATEMENT FOR VARIANCE REQUEST

The Culinary Institute of America ("CIA") hereby resubmits its request of two variances in conjunction with the expansion of housing at 830 Pratt Avenue ("Vineyard Lodge") in conjunction with its response to City comments.

1. Waiver of 36' Setback on the Northwesterly Side of Pratt Avenue. Under Municipal Code Section 17.112.050, a special setback requirement of 36' applies from the railroad tracks to the Napa River on the northwesterly side of Pratt Avenue. The property is, however, zoned P:QP – Public Quasi-Public which provides that standard setbacks do not apply, but that the setback shall be established "through the Use Permit process". The CIA has doubts whether the 36' special setback applies to a property with this zoning designation which is intended to allow a waiver of setback and development standards that would ordinarily apply.

Section 17.112.050 does not specify how to measure the 36' setback –whether from the property line or the centerline of Pratt Avenue. All of these parcels on the Northwesterly side of Pratt Avenue are located in the A-20 Zoning District (which was the base zoning for 830 Pratt Avenue prior to its rezoning to P-QP Zoning). Under Section 17.20.060, the 50' front yard setback shall be measured "from the centerline of the abutting streets". Many of the buildings located along this side of Pratt Avenue are located fairly close to Pratt Avenue, there is the possibility that the 36' setback was imposed not to increase the quantity of setback along Pratt Avenue, but to recognize many of these residences could not meet a 50' setback from the centerline of an expanded city ROW after dedications for Right of Way purposes. If so, the 36' setback would be measured from the centerline, rather than the property line.

Even if the ROW should be measured from the property line, a substantial number of the nearby residences that would be subject to this 36' setback do not comply with that requirement, even when the circumstances show that the CIA's property was subject to a uniquely severe ROW dedication not imposed on its neighbors.

The CIA has extensively investigated the extent of the City Right of Way ("ROW") along Pratt Avenue based on several parcel maps that were recorded where dedications for an expanded ROW were included as a condition of approval. Those Parcel Maps include 3 PM 12 recorded June 22, 1971 by which the currently configured 830 Pratt Avenue parcel was created. Under that Parcel Map, the road frontage along this parcel, and the adjacent vineyard parcel not owned by Treasury Wine Estates, was subject to the dedication of a 20' strip of land along the northwesterly side of Pratt Avenue, resulting in a 60' ROW. Based on this Parcel Map, we have determined that the yellow striped centerline of Pratt Avenue is located almost precisely in the middle of the preexisting 40' ROW, which makes that centerline 40' from the property line. As can be seen by the other enclosed Parcel Maps, no other properties along the northwesterly side of Pratt Avenue were required to dedicate a 20' strip for ROW purposes, all of those properties were required to merely dedicate a 10' strip, which resulted in those property lines being located only 30' from the centerline of the existing roadway. Moreover, once Pratt Avenue curves to the north to run parallel to the Napa River, those property owners appear to have made no dedication

for ROW purposes, so those property lines are located only 20' from the apparent centerline of Pratt Avenue (as is true for the closest residence to the CIA's property).

As a result, the CIA's property line intrudes 10', if not 20' further into its parcel than its neighboring parcels which theoretically are subject to the special 36' setback. Notwithstanding the other parcels along Pratt Avenue have a lesser functional setback from the centerline of Pratt Avenue than the CIA's parcel, six of those homes (almost one-half of the homes located along this side of Pratt Avenue) fail to meet the 36' setback requirement. Those homes, and the setback from the property line determined in Google Earth (photos attached), are as follows:

196 Pratt Avenue	25.04'	(no ROW dedication)
200 Pratt Avenue	31.85'	(no ROW dedication)
345 Pratt Avenue	17.25'	(10' ROW dedication)
492 Pratt Avenue	30.04'	(10' ROW dedication)
640 Pratt Avenue	20.04'	(10' ROW dedication)
652 Pratt Avenue	32.02'	(NO ROW dedication)(CIA's closest neighbor)

If each of these parcels were also subject to the same 20' ROW dedication as was imposed on the CIA's parcels, these structures would be located from 5.04' to 20'04' from the property line, showing that the CIA's property at 830 Pratt Avenue would be substantially detrimentally treated compared to its immediate neighbors if the 36' setback requirement is rigidly imposed on this property. Moreover, the proposed project will increase the setback that currently exists for the existing building located closest to Pratt Avenue).

In conjunction with this project, the CIA will be demolishing the one story dormitory known as Vineyard Lodge 1 (the former Marlinda facility). Along Pratt Avenue the 20' dedication for ROW purposes allowed the installation of a parking "indent" that extends paving beyond the normal travel-way for Pratt Avenue. Adjacent to the indent is an existing sidewalk. Based on survey data, the CIA has determined that the Vineyard Lodge property line is located on the interior of that sidewalk. As a result, Vineyard Lodge 1 is currently located approximately seven (7) feet from the property line, substantially within the 36' setback. Nonetheless, in an effort to dramatically reduce the potential impacts on neighboring properties, the CIA has proposed to increase the setback so the enclosed plans provide for a 20' setback from the property line, which is approximately 36' from the travel-way for Pratt Avenue (effectively providing a 36' foot buffer along Pratt Avenue that may have been the intention of the 36' setback.

Moreover, the functional impact of the new improvements will be substantially less than results from the existing residences along Pratt Avenue that encroach into the 36' setback. Those six properties generally have no trees or other screening to obscure visual sight of the residence, including the two story home recently remodeled at 345 Pratt Avenue. In contrast, the CIA's buildings along Pratt, also two stories in height, will be partially screened from the outset by large, mature camphor trees that are located along a good portion of the site frontage. As a result, the variance is necessary for the preservation and enjoyment of substantial property rights which other properties in the same zoning district and in the same vicinity enjoy, particularly when mature screening dramatically blocks the view of a large portion of the new dormitories

closest to Pratt Avenue. Given the P-QP zoning applicable to the property which is appropriately zoned for the support of a private school, and the location of the new buildings approximately 12' – 13' further from Pratt Avenue than already exists on the property, the CIA does not believe that a substantial negative effect on other properties will arise by approval of this Variance.

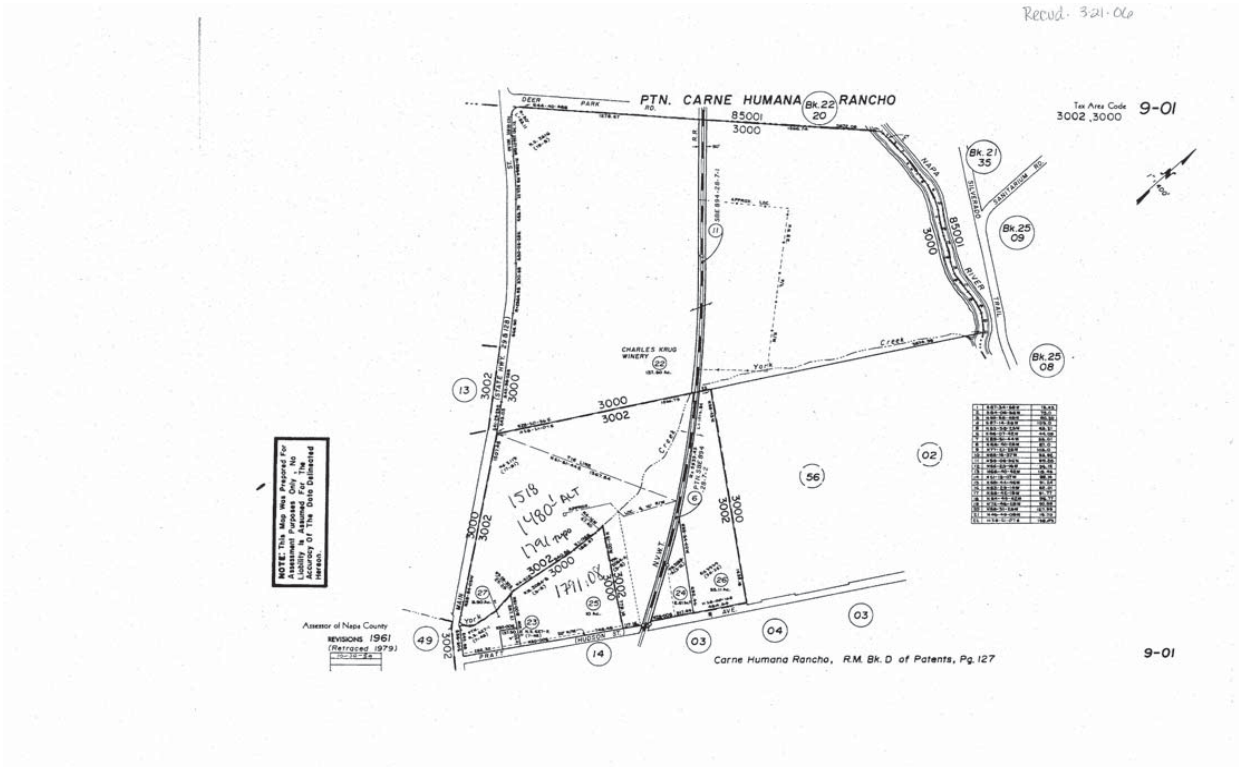
2. Variance from Parking Standards.

Under Municipal Code Section 7.124.30 (A)(3) the St. Helena City parking code requires two spaces for the "resident owner" and one space for each guest room (apparently for each bed). for a total of 226 parking spaces for the 224 dormitory beds contained in the Vineyard Lodge by classifying this facility as a "rooming, boarding, or lodging house. This calculation results in a requirement of 154 spaces more than the 72 parking spaces calculated by providing for 0.31 parking spaces per bed as has been true in the operation of the 101 bed facility at this property. That parking ratio is satisfactory for this project because these students, for the most part, do not bring vehicles to campus as is true for most college campuses where dormitories and residence halls are provided. The students are urged not to bring vehicles because they have no need for vehicles to travel between their housing and the educational facilities at Greystone. Moreover, the CIA provides an "on demand" car rental service on-site that provides access to a vehicle when necessary. As a result, there is no need for additional parking on-site.

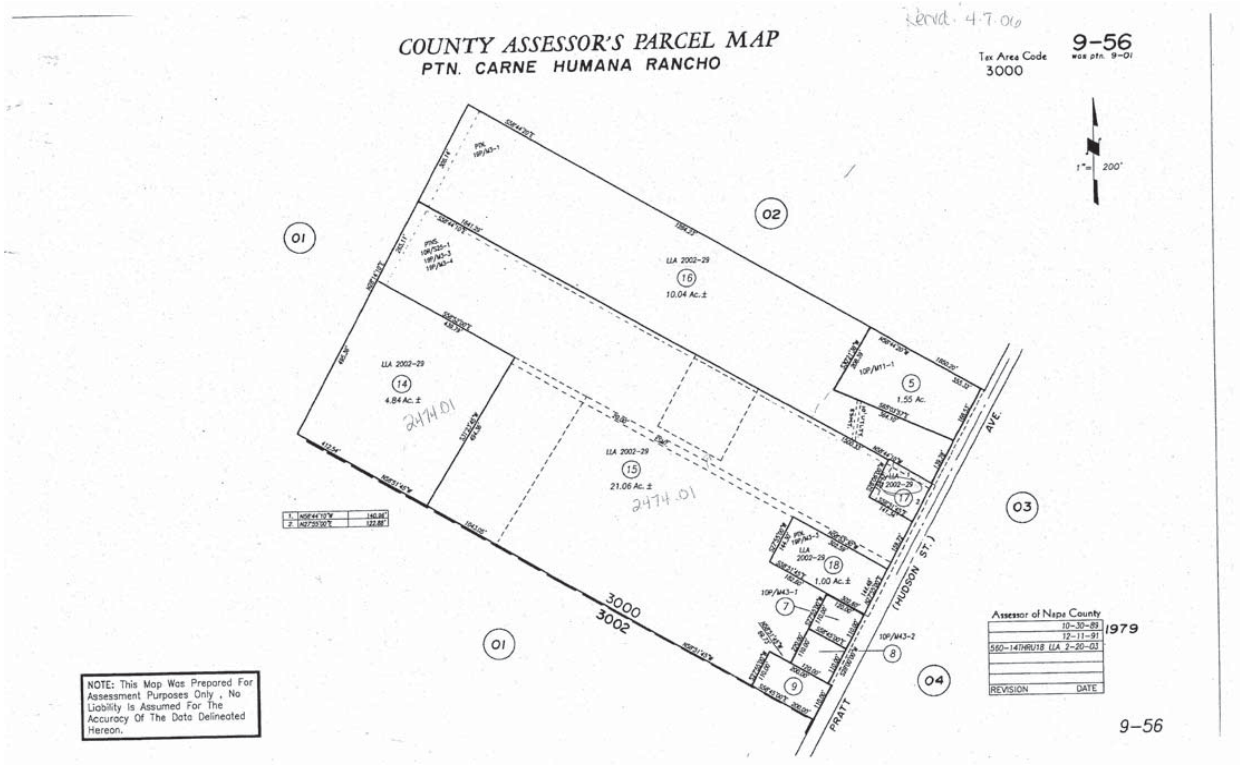
Based on the nature of a residence hall operation in an educational setting the CIA requests a variance from this parking requirement because this property is uniquely operated compared to a standard "lodging house". In the typical lodging house the facility offers no transportation and the occupants do not travel jointly to and from work or school. In the Vineyard Lodge property the residents all have to be enrolled in the CIA at Greystone, they have to take the shuttle to their full-time educational program, they have to travel to Napa from elsewhere from which it may be very inconvenient to drive, and they have to be issued a parking permit to be allowed to park on the premises. As indicated in the Crane Transportation Group Traffic and Parking Report, the situation is more analogous to the classification under Section 7.124.30 (A)(6): "Rest homes, convalescent hospitals, residential care and similar group care facilities" which require only one parking space per four beds (interestingly, this property was operated as a convalescent hospital for decades).

The P:QP zoning district applicable to this property can also be applicable to Churches, Chapels, Funeral Homes, Auditoriums, Stadiums and Similar Places of Assembly. But, contrary to the requirement of only one parking space per four seats at such facilities under subsection (B)(1), the application of the lodging house parking requirement means the CIA is obligated to provide one parking space per occupant, when there is no basis for assuming that four persons will occupy each vehicle traveling to Similar Places of Assembly. As a result, the CIA is not entitled to enjoy the same assumptions regarding this similar zoned property, particularly when the CIA has far more ability to control the travel and parking activities of its residents.

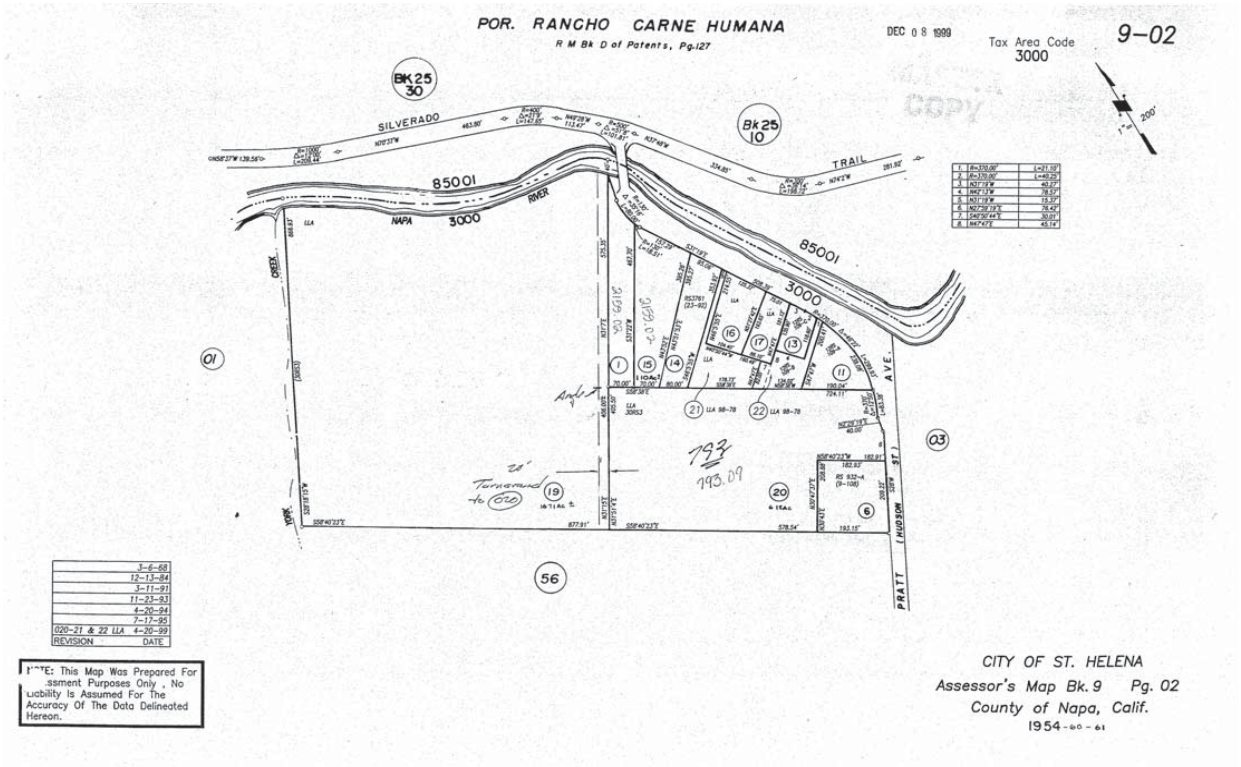
The approval of this variance will not adversely impact on the property's neighbors, particularly if the conditions applicable to the Variance restrict parking in the area that would adversely impact nearby residents. The CIA is agreeable to developing a parking management plan to ensure that condition is satisfied.



Agenda Item #5.2.



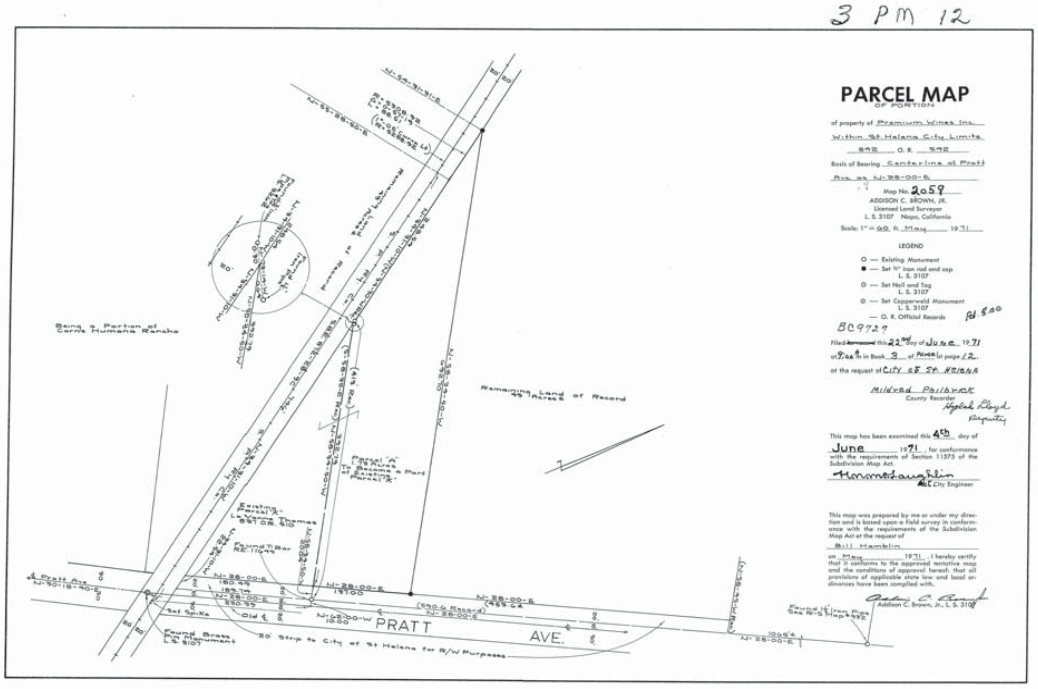
Agenda Item #5.2.



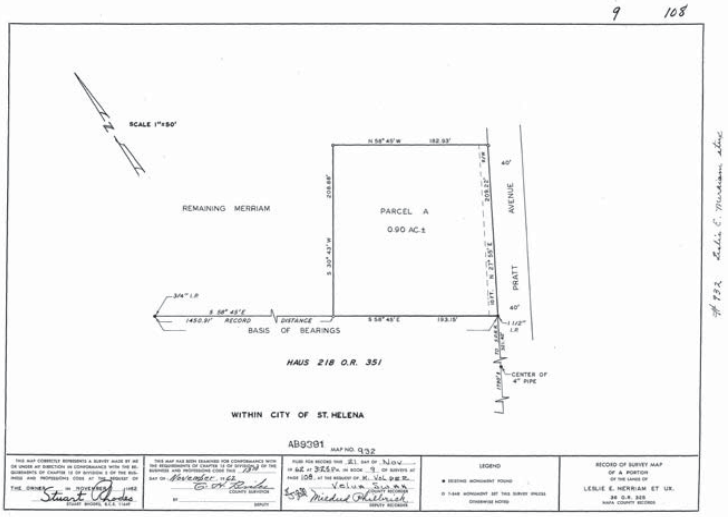
Agenda Item #5.2.

Agenda Item #5.2.

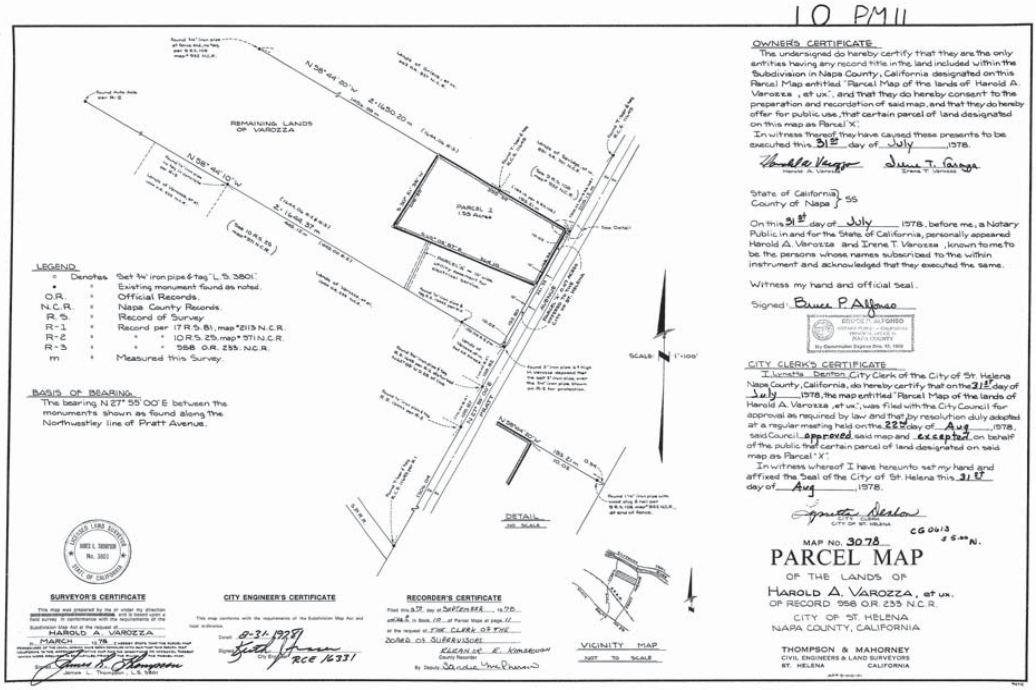
3 PM 12


PARCEL MAP
OF PORTION
of property of Premium Wines Inc.
Within St. Helena City Limits
842 O. R. 542
Basis of Bearing Centerline of Pratt
Ave. as N-28-00-E
Map No. 2059
ADDISON C. BROWN, JR.
Licensed Land Surveyor
L. S. 3107 Napa, California
Scale: 1" = 60 ft. May 1971
LEGEND
Existing Monument
Set ½" Iron rod and cap L. S. 3107
Set Nail and Tag L. S. 3107
Set Copperweld Monument L. S. 3107
O. R. Official Records
Pd. $.00
BC9727
Filed this 22nd day of June 1971
at 9:00 A.M. in Book 3 of Parcel at page 12
at the request of City of St. Helena
Mildred Philbrick
County Recorder
Hyglah Lloyd
Deputy
This map has been examined this 4th day of
June 1971 for conformance
with the requirements of Section 11575 of the
Subdivision Map Act.
Harry Laughlin
City Engineer
This map was prepared by me or under my direction and is based upon a field survey in conformance with the requirements of the Subdivision Map Act at the request of
Bill Hamblin
on May 1971. I hereby certify that it conforms to the approved tentative map and the conditions of approval hereof, that all provisions of applicable state law and local ordinances have been complied with.
Addison C. Brown, Jr., L. S. 3107
Being a Portion of Carrie Humana Rancho
Remaining Land of Record 44 Inches
Parcel "A" 1.5 Acres to be Become a Part of Existing Parcel "X"
Existing Parcel "X" Lawrence Thomas 89708.510
Pratt Ave.
N-50-18-40-E
N-28-00-E
180.49
189.74
N-28-00-E
250.95
Set Spike
Old ℄
N-28-00-E
19700
N-28-00-E
(490.6 Record)
N-28-00-E
N-28-00-E
(495.6)
N-62-00-W
1000
PRATT AVE.
Found Brass Pin Monument L.S. 3107
20' Strip to City of St Helena for R/W Purposes
Found 1½" Iron Pipe See R-5 Map 592
N-28-00-E
1065.4

9 108


SCALE 1"=50'
N
REMAINING MERRIAM
PARCEL A
0.90 AC.±
N 58° 45' W
192.93'
208.88'
S 30° 43' W
S 58° 45' E
193.15'
40'
PRATT AVENUE
3/4" I.P.
S 58° 45' E
1450.91' RECORD DISTANCE
BASIS OF BEARINGS
HAUS 218 O.R. 351
CENTER OF 4" PIPE
WITHIN CITY OF ST. HELENA
AB9391
MAP NO. 932
LEGEND
RECORD OF SURVEY MAP
OF A PORTION
OF THE LANDS OF
LESLIE E. MERRIAM ET UX.
36 O.R. 325
NAPA COUNTY RECORDS

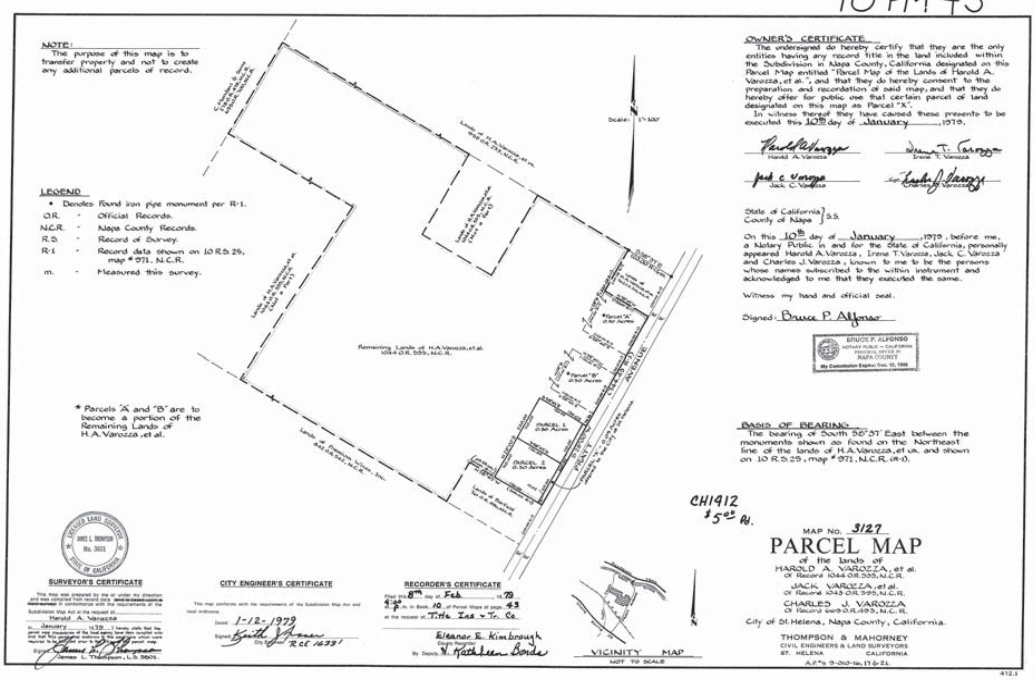
10 PM 11

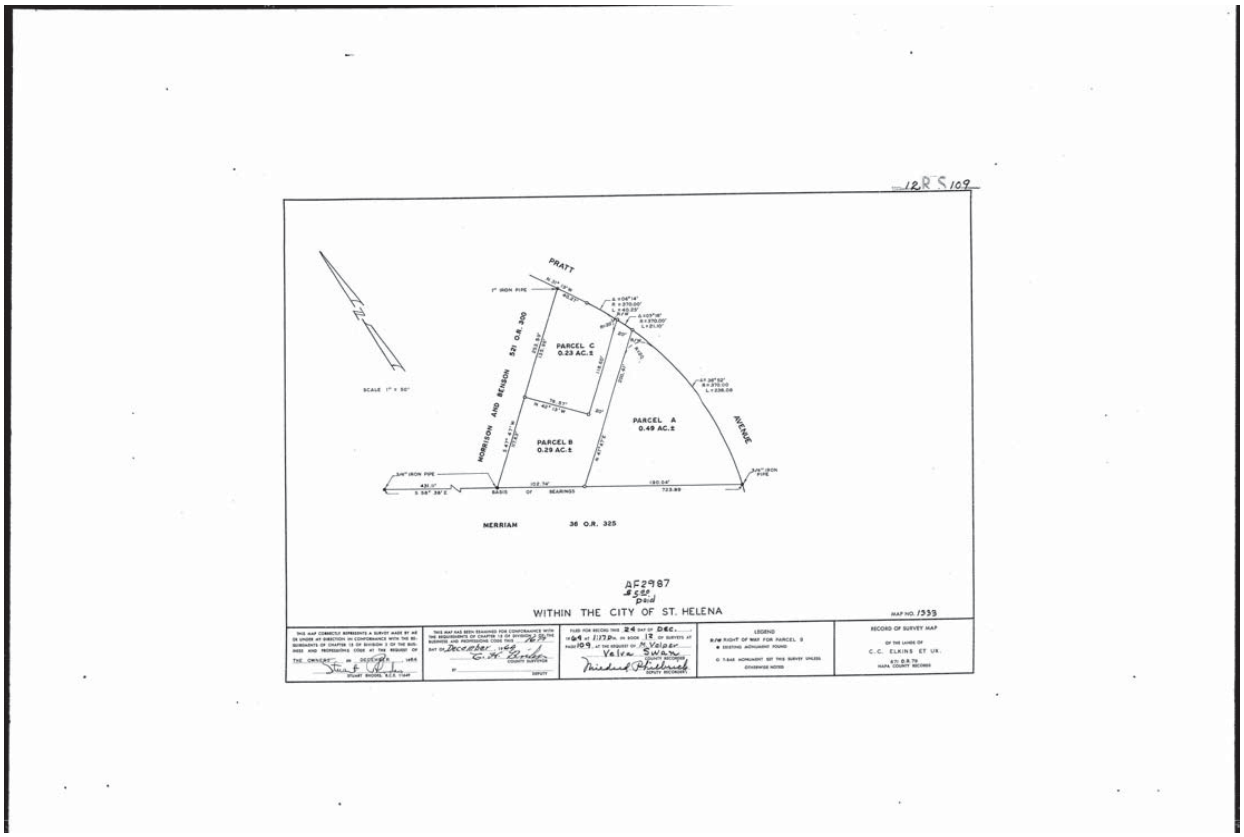

REMAINING LANDS OF VAROZZA
N 58° 44' 10" W
2-1650.20 m
N 58° 44' 10" W
2-1650.20 m
PARCEL 2
1.55 Acres
SCALE: 1"=100'
DETAIL
NOT SCALE
VICINITY MAP
NOT TO SCALE
LEGEND
Denotes Set ¾" iron pipe & tag "L. S. 3801".
Existing monument found as noted.
O.R. Official Records.
N.C.R. Napa County Records.
R.S. Record of Survey
R-1 Record per 17 R.S. 81, map #2113 N.C.R.
R-2 " " 10 R.S. 25, map #571 N.C.R.
R-3 " " 958 O.R. 233. N.C.R.
m Measured this Survey.
BASIS OF BEARING
The bearing N 27° 55' 00" E between the monuments shown as found along the Northwestley line of Pratt Avenue.
SURVEYOR'S CERTIFICATE
CITY ENGINEER'S CERTIFICATE
RECORDER'S CERTIFICATE
OWNER'S CERTIFICATE
The undersigned do hereby certify that they are the only entities having any record title in the land included within the Subdivision in Napa County, California designated on this Parcel Map entitled "Parcel Map of the lands of Harold A. Varozza, et ux.", and that they do hereby consent to the preparation and recordation of said map, and that they do hereby offer for public use, that certain parcel of land designated on this map as Parcel "X".
In witness thereof, they have caused these presents to be executed this 31st day of July, 1978.
Harold A. Varozza
Irene T. Varozza
State of California
County of Napa } SS
On this 31st day of July 1978, before me, a Notary Public in and for the State of California, personally appeared Harold A. Varozza and Irene T. Varozza, known to me to be the persons whose names subscribed to the within instrument and acknowledged that they executed the same.
Witness my hand and official seal.
Signed: Bruce P. Alfonso
CITY CLERK'S CERTIFICATE
I, Lunetta Denton, City Clerk of the City of St. Helena Napa County, California, do hereby certify that on the 31st day of July 1978, the map entitled "Parcel Map of the lands of Harold A. Varozza, et ux.", was filed with the City Council for approval as required by law and that by resolution duly adopted at a regular meeting held on the 22nd day of Aug, 1978, said Council approved said map and excepted on behalf of the public that certain parcel of land designated on said map as Parcel "X".
In witness whereof I have hereunto set my hand and affixed the Seal of the City of St. Helena this 31st day of Aug, 1978.
CITY OF ST. HELENA
CG 0613
MAP No. 3078
PARCEL MAP
OF THE LANDS OF
HAROLD A. VAROZZA, et ux.
OF RECORD 958 O.R. 233 N.C.R.
CITY OF ST. HELENA
NAPA COUNTY, CALIFORNIA
THOMPSON & MAHORNEY
CIVIL ENGINEERS & LAND SURVEYORS
ST. HELENA CALIFORNIA

Page 610 of 1706

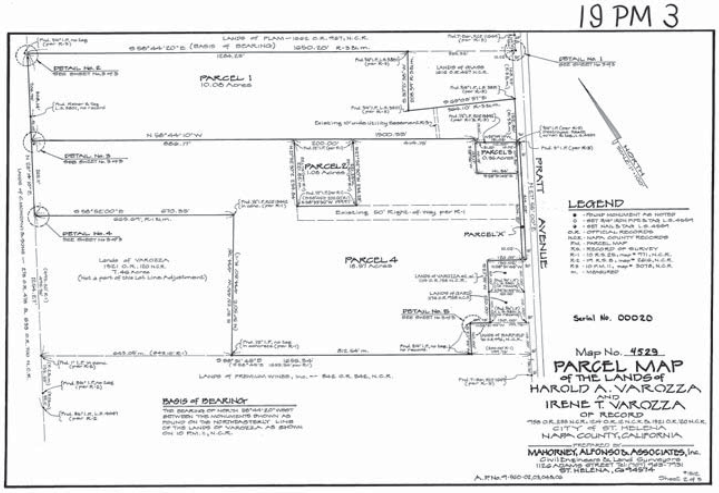
Agenda Item #8.2.

10 PM 43

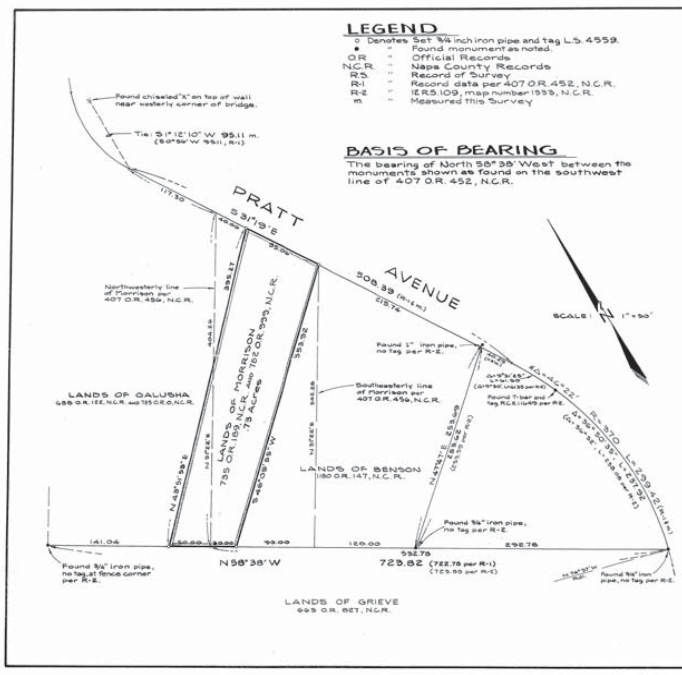

NOTE:
The purpose of this map is to transfer property and not to create any additional parcels of record.
LEGEND
• Denotes Found iron pipe monument per R-1.
O.R. - Official Records.
N.C.R. - Napa County Records.
R.S. - Record of Survey.
R-1 - Record data shown on 10 R.S. 25, map # 971, N.C.R.
m. - Measured this survey.
* Parcels "A" and "B" are to become a portion of the Remaining Lands of H.A. Varozza, et al.
Remaining Lands of H.A. Varozza, et al. 1044 O.R. 595, N.C.R.
Scale: 1" = 100'
OWNER'S CERTIFICATE
The undersigned do hereby certify that they are the only entities having any record title in the land included within the Subdivision in Napa County, California designated on this Parcel Map entitled "Parcel Map of the Lands of Harold A. Varozza, et al.", and that they do hereby consent to the preparation and recordation of said map, and that they do hereby offer for public use that certain parcel of land designated on this map as Parcel "X".
In witness thereof they have caused these presents to be executed this 10th day of January, 1979.
Harold A. Varozza
Irene T. Varozza
Jack C. Varozza
Charles J. Varozza
State of California
County of Napa } S.S.
On this 10th day of January, 1979, before me, a Notary Public in and for the State of California, personally appeared Harold A. Varozza, Irene T. Varozza, Jack C. Varozza and Charles J. Varozza, known to me to be the persons whose names subscribed to the within instrument and acknowledged to me that they executed the same.
Witness my hand and official seal.
Signed: Bruce P. Alfonso
BRUCE P. ALFONSO
NOTARY PUBLIC - CALIFORNIA
NAPA COUNTY
My Commission Expires Dec. 15, 1980
BASIS OF BEARING
The bearing of South 55°37' East between the monuments shown as found on the Northeast line of the lands of H.A. Varozza, et al. and shown on 10 R.S. 25, map # 971, N.C.R. (R-1).
CH1412
$5.00 Pd.
MAP No. 3127
PARCEL MAP
of the lands of
HAROLD A. VAROZZA, et al.
Of Record 1044 O.R. 595, N.C.R.
JACK VAROZZA, et al.
Of Record 1043 O.R. 595, N.C.R.
CHARLES J. VAROZZA
Of Record 669 O.R. 493, N.C.R.
City of St. Helena, Napa County, California.
THOMPSON & MAHORNEY
CIVIL ENGINEERS & LAND SURVEYORS
ST. HELENA CALIFORNIA
A.P. No. 9-010-16, 17 & 21.
SURVEYOR'S CERTIFICATE
This map was prepared by me or under my direction and was compiled from record data and/or measurements and conforms to the requirements of the Subdivision Map Act at the request of Harold A. Varozza in January 1979. I hereby state that the monuments of the land shown have been located with the land boundaries indicated by the lines which were required to be shown on the parcel map.
Signed: James L. Thompson
James L. Thompson, L.S. 3601.
CITY ENGINEER'S CERTIFICATE
This map conforms with the requirements of the Subdivision Map Act and local ordinance.
Dated 1-12-1979
Signed Keith J. Hansen
City Engineer RCE 16331
RECORDER'S CERTIFICATE
Filed this 8th day of Feb 1979
4:00 p.m. in Book 10 of Parcel Maps at page 43
at the request of Title Ins & Tr. Co.
Eleanor E. Kimbrough
County Recorder
By Deputy N. Kathleen Borde
VICINITY MAP
NOT TO SCALE
412.1


12R S 109
PRATT
AVENUE
MORRISON AND BENSON 521 O.R. 300
PARCEL C
0.23 AC.±
PARCEL B
0.29 AC.±
PARCEL A
0.49 AC.±
SCALE 1" = 50'
MERRIAN 36 O.R. 325
AF2987
WITHIN THE CITY OF ST. HELENA
MAP NO. 1333
LEGEND
RECORD OF SURVEY MAP
C.C. ELKINS ET UX.

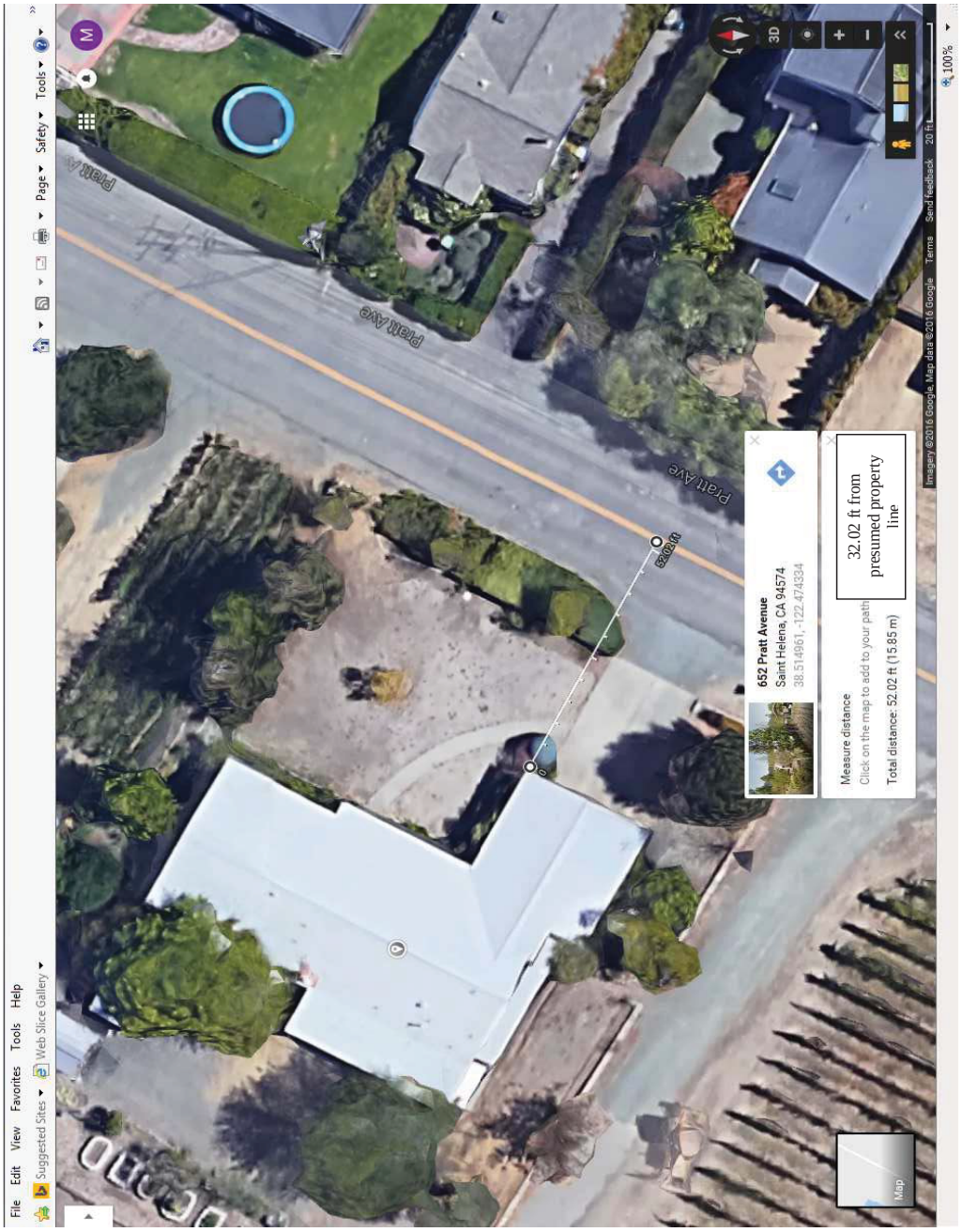
19 PM 3


PARCEL 1
10.08 Acres
PARCEL 2
1.08 Acres
PARCEL 3
0.96 Acres
PARCEL 4
18.97 Acres
PARCEL "A"
PRATT AVENUE
LEGEND
Serial No. 00020
Map No. 4529
PARCEL MAP
of THE LANDS of
HAROLD A. VAROZZA
AND
IRENE T. VAROZZA
OF RECORD
CITY OF ST. HELENA
NAPA COUNTY, CALIFORNIA
MAHORNEY, ALFONSO & ASSOCIATES, Inc.
ST. HELENA, CA 94574
BASIS of BEARING

23 RS 92


LEGEND
SURVEYOR'S CERTIFICATE
BASIS OF BEARING
COUNTY SURVEYOR'S CERTIFICATE
RECORDER'S CERTIFICATE
PRATT AVENUE
LANDS OF GALUSHA
LANDS OF MORRISON
LANDS OF BENSON
LANDS OF GRIEVE
SCALE: 1"=50'
VICINITY MAP
RECORD OF SURVEY
OF THE LANDS OF
MYRON J. MORRISON
MAHONEY, ALFONSO AND ASSOCIATES
CIVIL ENGINEERS AND LAND SURVEYORS
ST. HELENA, CALIFORNIA
JUNE 1984
APN 9-020-14

Agenda Item #5.2.



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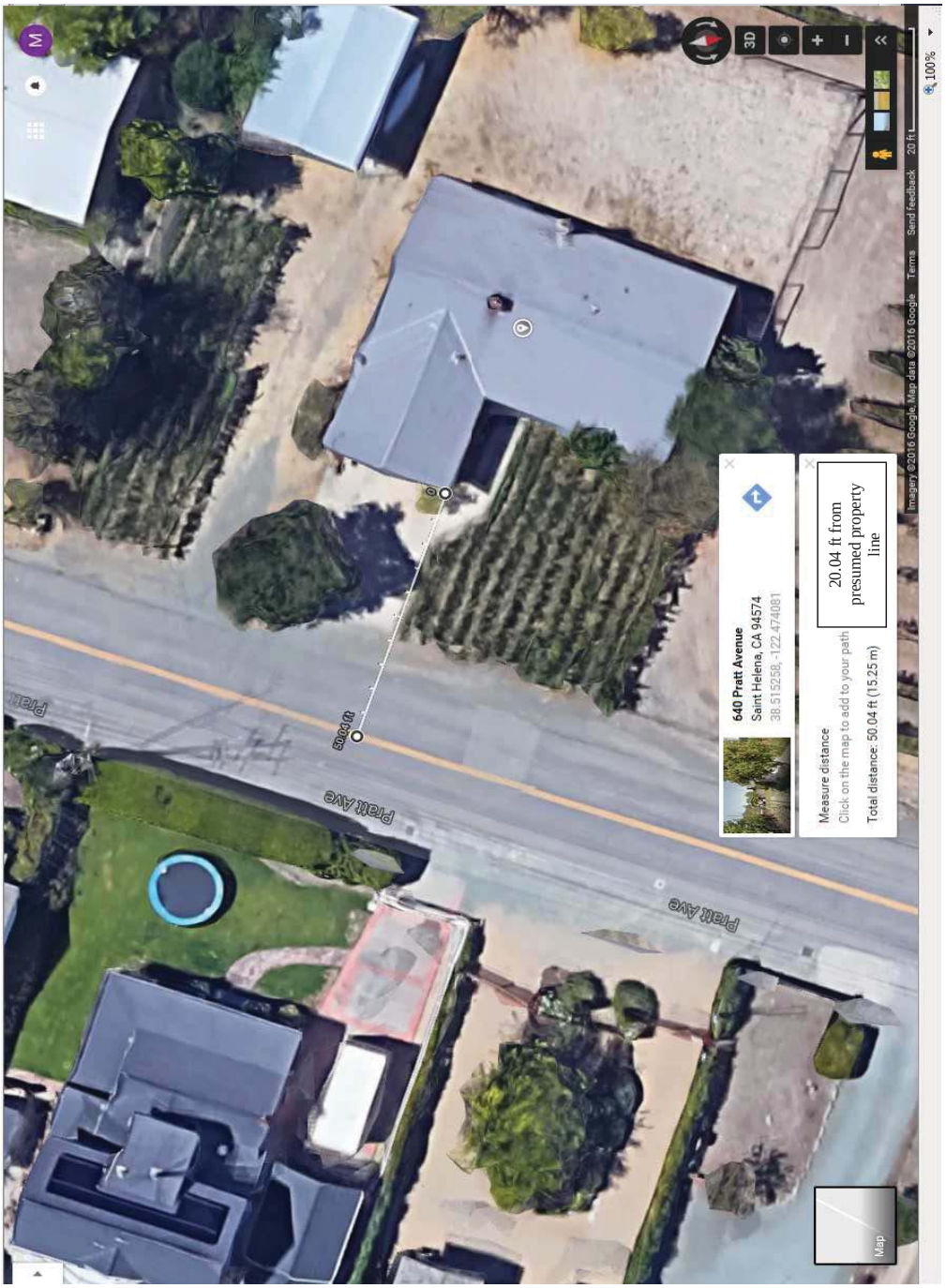
Agenda Item #5.2.



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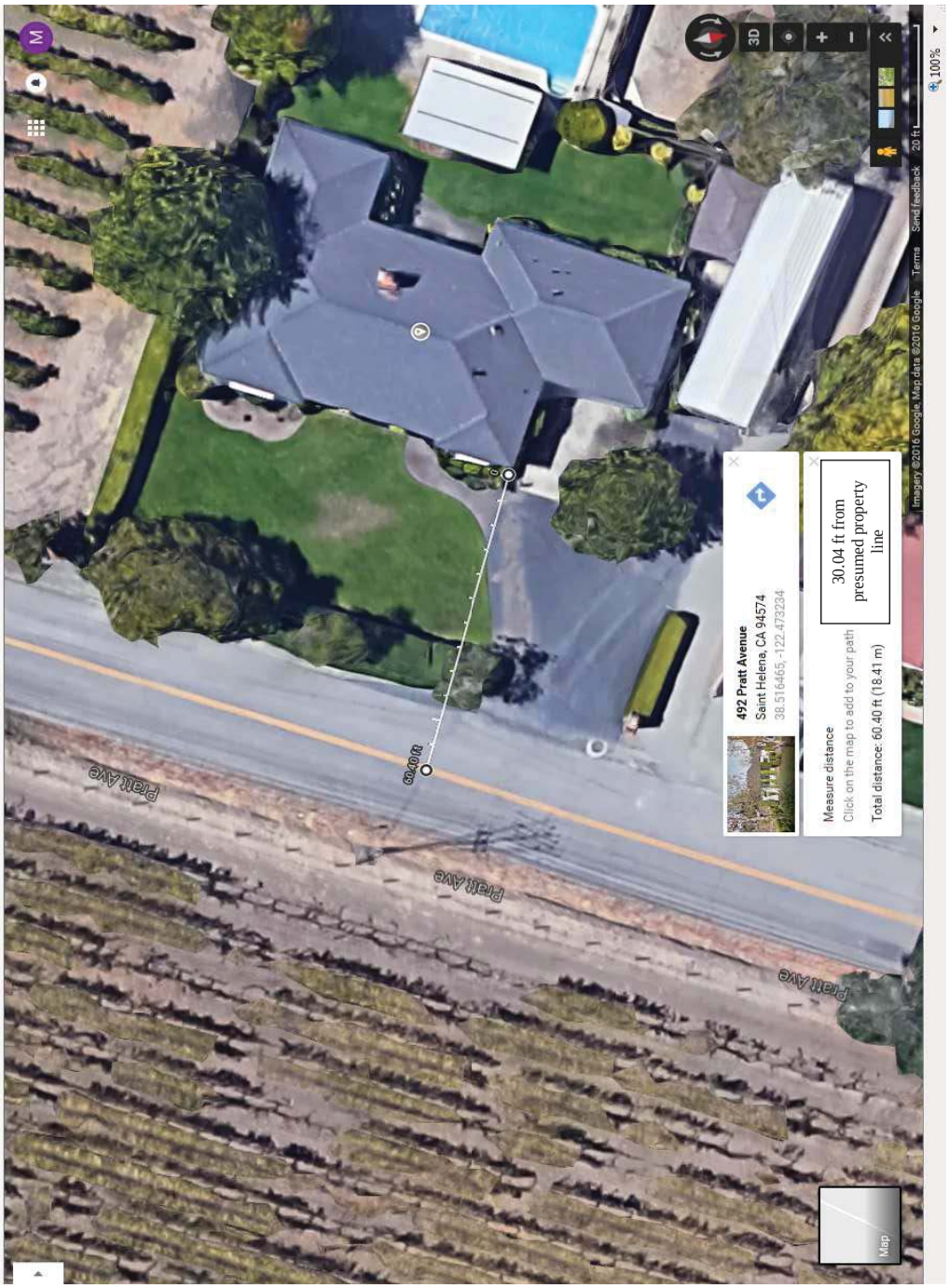

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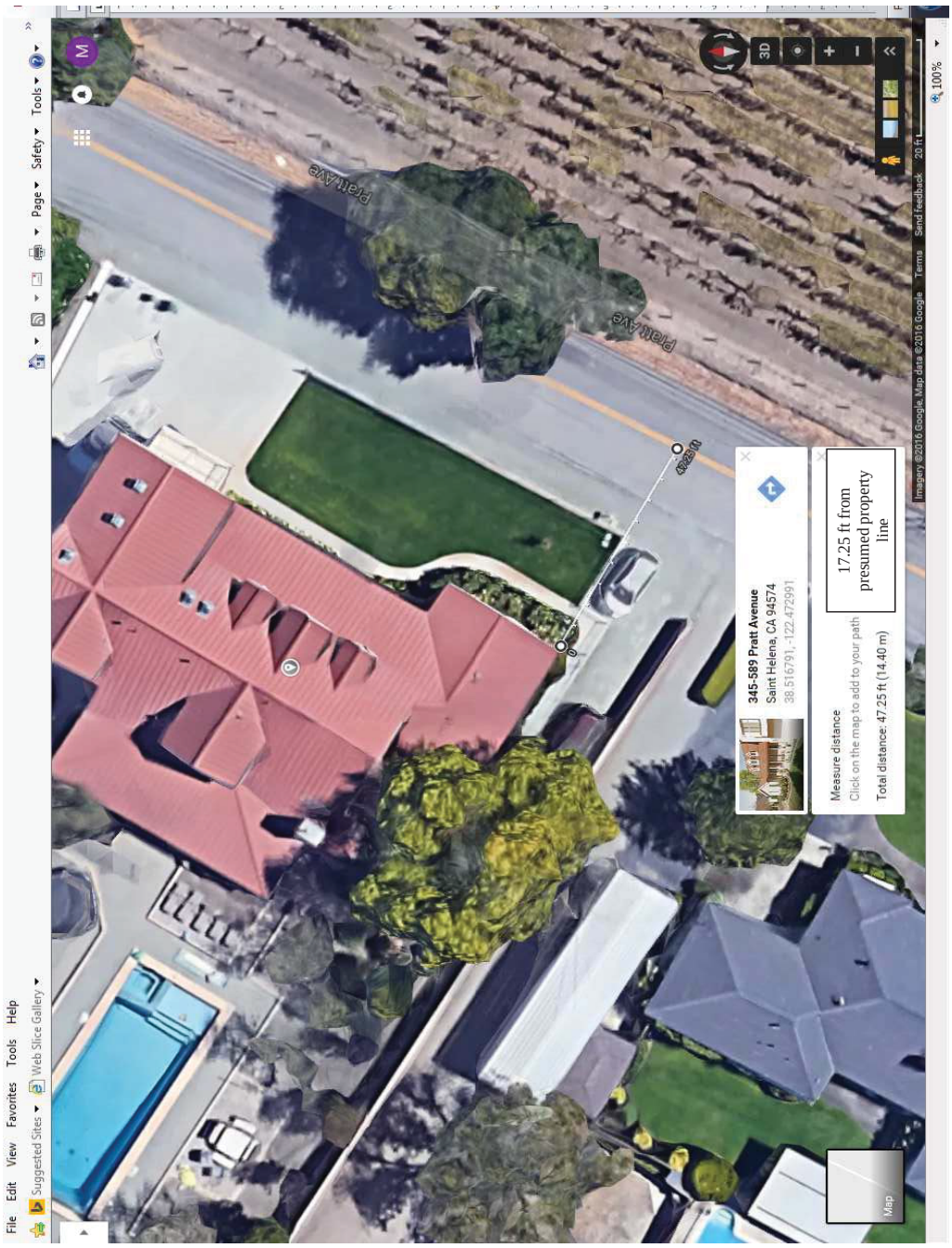
Agenda Item #5.2.



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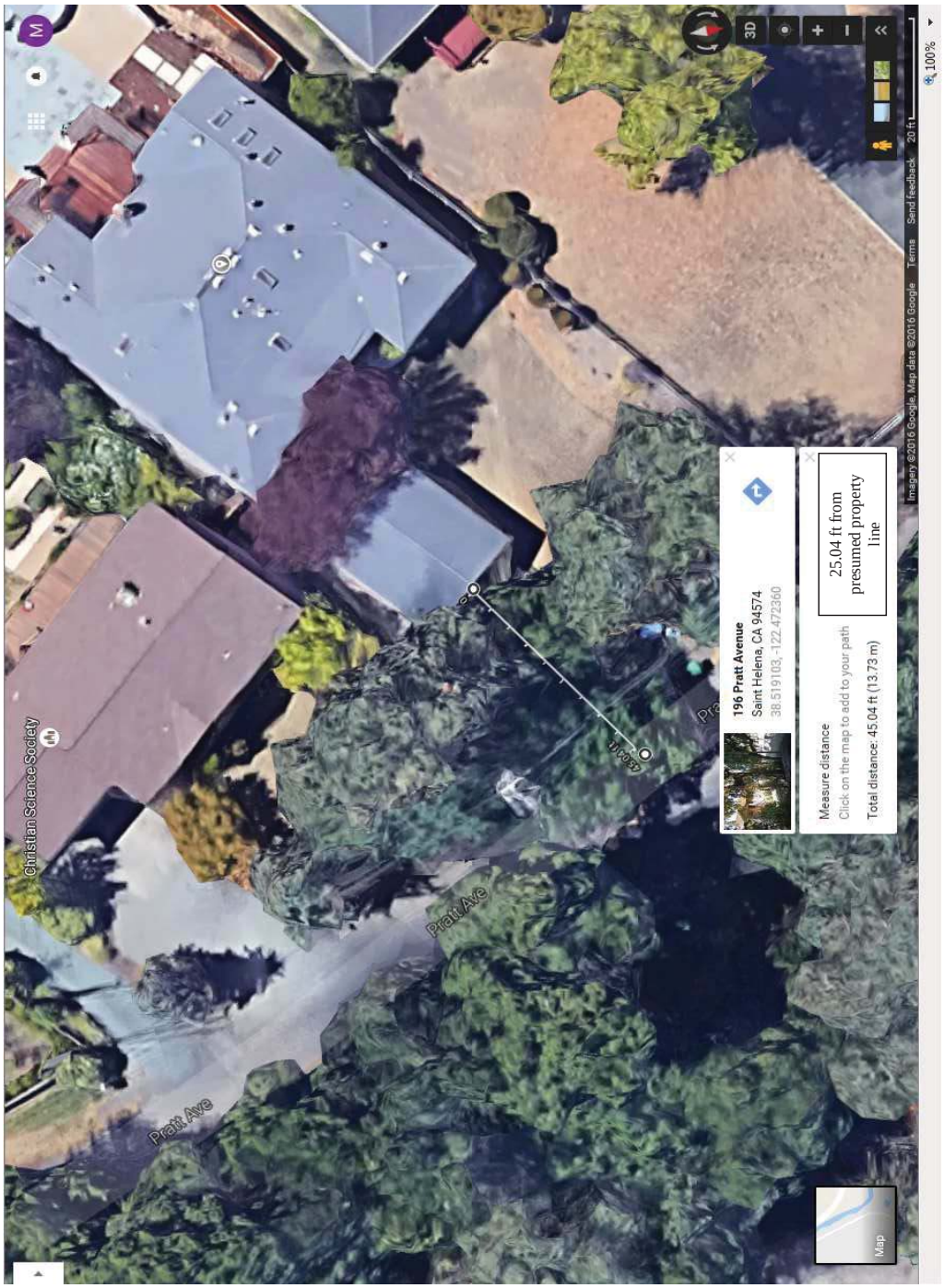
Agenda Item #5.2.



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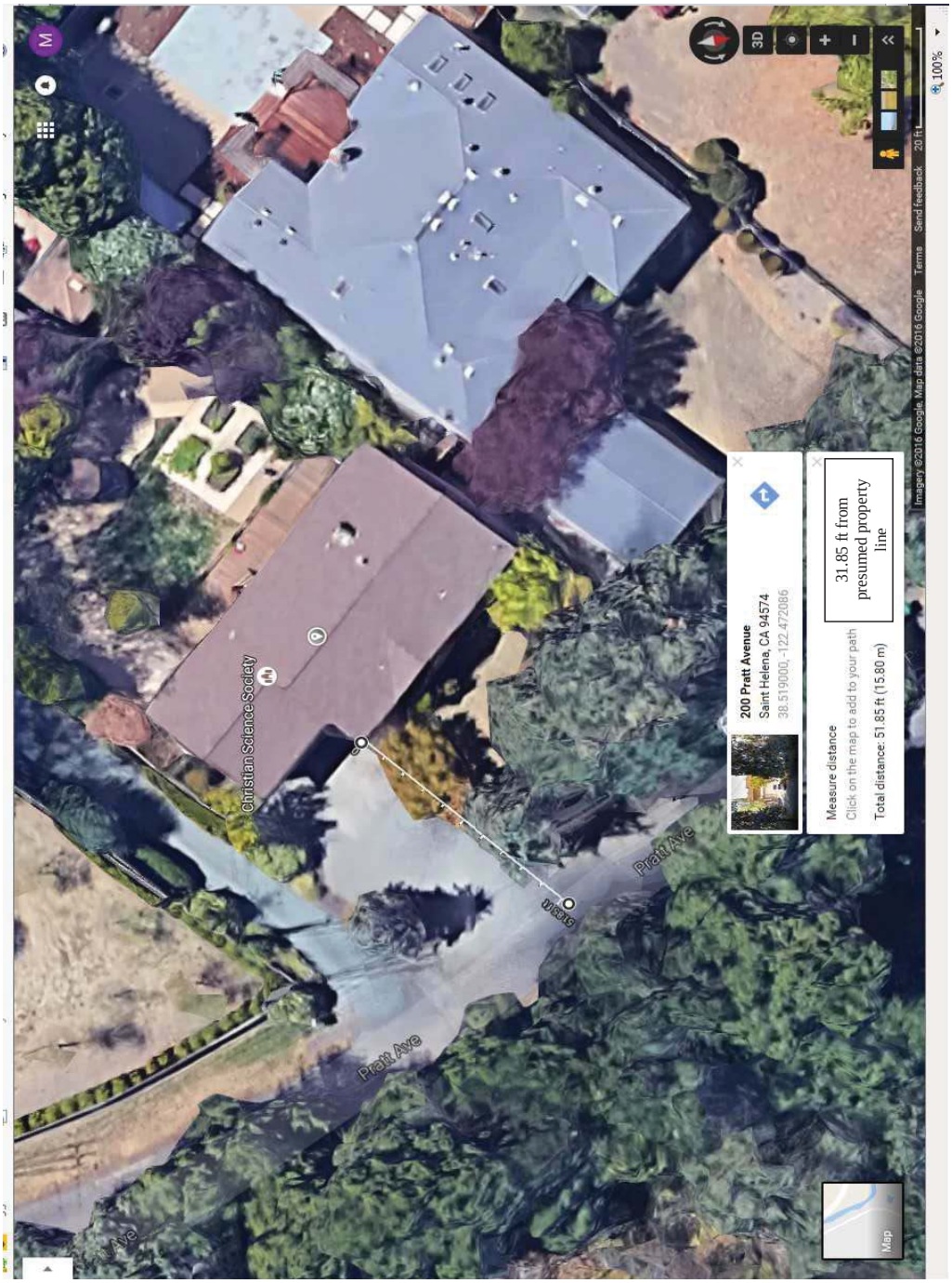


10603.002 3531008v1

Attachment 6

CRANE TRANSPORTATION GROUP

Central Valley Office:
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406 *phone*
(916) 647-3408 *fax*

San Francisco Bay Area Office:
6220 Bay View Avenue
San Pablo, CA 94806
(510) 236-9375 *phone*
(510) 236-1091 *fax*

MEMORANDUM

TO: Chuck Meibeyer, Esq., Coblentz, Patch, Duffy and Bass, LLP

cc: Naomi Miroglio, FAIA, Principal, Architectural Resources Group

FROM: Carolyn Cole, AICP, Principal

DATE: February 8, 2017

RE: Notes on Student Housing Parking Demand and Management

The Institute of Traffic Engineers (ITE) *Parking Generation, 4th Edition*, provides data and analysis for Land Use 550 University/College, addressing suburban and urban 4-year college sites. Data also exist for 2-year colleges, but these generally have little to no campus housing component.

the ITE data consists of 8 suburban sites and 5 urban sites; suburban and urban locations were calculated separately. The average parking supply ratio was found to be 0.4 spaces per total number of students, faculty and staff (school population) at the suburban sites, and 0.3 spaces per school population at the urban sites.

The CIA's planned 31% parking permit limitation for its Vineyard Lodge (Pratt Avenue) student housing is very close to the ITE parking supply ratio found for urban sites. However, the Vineyard Lodge site pertains only to CIA student housing, thus, may be considered to have little in common with the surveyed 4-year university sites, with their mix of classrooms, halls, offices, and student housing. For this reason, parking supply and parking management policies were examined for student housing on other campuses in California.

In a review of the online parking policies for on-campus housing, it is clear that each institution handles its parking through issuing highly restrictive permits for specified periods of time and specified parking areas. All campuses examined have an administrative division for parking management in order to manage their available student housing, and campus-wide parking supply. All encourage use of transportation alternatives to the private automobile. For example, UC Santa Barbara coordinates a vanpool and ridesharing program, discounted bus passes and an Emergency Ride Home program as part of its Transportation Alternatives Program (TAP). UC Santa Cruz maintains a parking prohibition for residential freshmen and sophomore students. First and second-year students (students with less than 90 units) that reside in on- or off-campus University housing facilities are not eligible to purchase a permit (except motorcycle permits) to

park on-campus. For students eligible to purchase permits, UC Santa Cruz issues lot-specific permits, however, its 2016-2017 TAPS bulletin (available on-line) lists eight parking lots that are sold out. The website also notes in a 2016-17 update, "due to unprecedented demand, the sale of undergraduate permits has been suspended for the 2016-17 year." At the College of Notre Dame de Namur, in Belmont, California, first year undergraduate students are not permitted to bring cars or motorcycles to campus. At UC Davis, students living in the residence halls are not eligible to purchase campus parking permits. Residence hall students may not bring a car to campus and instead are expected to utilize public transportation and other transportation alternatives.

Parking supply was found to be an issue for all campuses examined, and strict policies are in place at all institutions to manage student housing parking demand.

The CIA's Vineyard Lodge housing expansion project will require strict limits on the number of parking permits issued to student residents of the Vineyard Lodge housing; however, the CIA's program of shuttle service to and from the Lodge and the Greystone facility, running every 15-minutes from 5:30 AM to the end of the student day, at 9:30 PM, is highly supportive of students not requiring personal vehicles to travel to and from campus.

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

Attachment 7



THE CULINARY INSTITUTE OF AMERICA AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

USE PERMIT AND DESIGN REVIEW SUBMITTAL

PROJECT TEAM

CLIENT

CULINARY INSTITUTE OF AMERICA
2555 MAIN STREET
ST. HELENA, CA 94574

HOUSING DEVELOPER

KIRCHHOFF COMPANIES
191 WEST ROAD
PLEASANT VALLEY, NY 12569
845.635.2000
CONTACT: GIOVANNI PALLADINO AIA
GPALLADINO@KIRCHHOFFCOMPANIES.COM

ARCHITECT

ARCHITECTURAL RESOURCES GROUP, INC.
PIER 9, THE EMBARCADERO, SUITE 107
SAN FRANCISCO, CA 94111

DESIGN ARCHITECT

UNION STUDIOS
140 UNION STREET
PROVIDENCE, RI 02903-1114
401.272.4724
CONTACT: STEPHANIE R. ZUREK

LANDSCAPE ARCHITECT

HENDT-LA
707-468-3238
HENDT-LA.COM
CONTACT: PETER HENDT
HPH@HENDT-LA.COM

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
463 AVIATION BLVD, STE 200
SANTA ROSA, CA 95403

INDEX OF DRAWINGS

TITLE SHEETS
T1.0 TITLE SHEET

CIVIL
UP-1 EXISTING CONDITIONS & DEMOLITION PLAN
UP-2 OVERALL SITE PLAN
UP-3 PRELIMINARY GRADING & DRAINAGE PLAN
UP-4 PRELIMINARY GRADING & DRAINAGE PLAN
UP-5 PROPOSED UTILITY PLAN
UP-6 FIRE TRUCK ACCESS

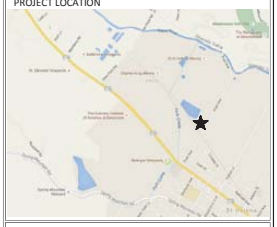
LANDSCAPE
L-1 EXISTING VEGETATION PLAN
L-2 LANDSCAPE PLAN
L-3 IRRIGATION PLAN

ARCHITECTURAL
A001 SITE PLAN

A101 BUILDING A FLOOR PLANS
A102 BUILDING A FLOOR PLANS & ROOF PLAN
A103 BUILDING A ELEVATIONS & SECTION
A104 BUILDING B FLOOR PLANS & ROOF PLAN
A105 BUILDING B ELEVATIONS & SECTION
A106 BUILDING C FLOOR PLANS & ROOF PLAN
A107 BUILDING C ELEVATIONS & SECTION
A108 CONCEPTUAL PERSPECTIVE ILLUSTRATION

SITE CONTEXT PHOTOS
SP-1 SITE PHOTOS
SP-2 SITE PHOTOS

PROJECT LOCATION



VICINITY MAP



Architectural Resources Group

Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111
415-211-1680

NO.	DESCRIPTION	DATE
1	RESPONSE TO COMMENTS	9/2/2016

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

SHEET TITLE

TITLE SHEET

CEQA VISUAL ANALYSIS

JULY 2016

PROJ NO.
11208.03

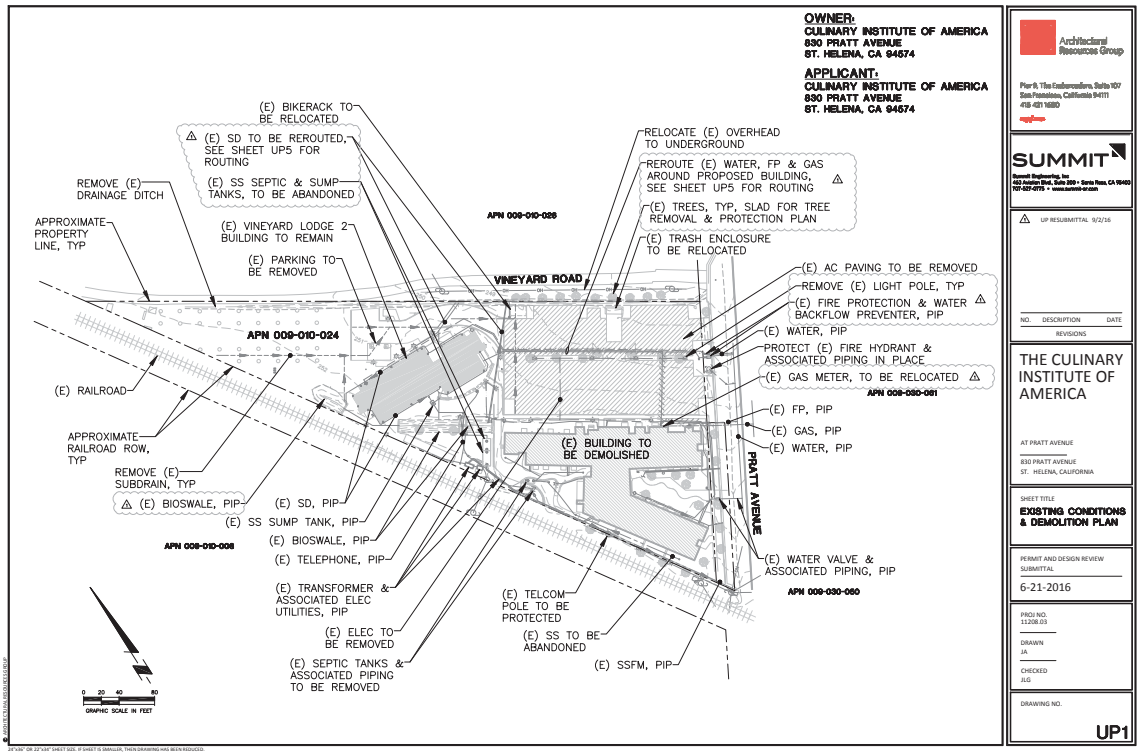
DRAWN
ZY

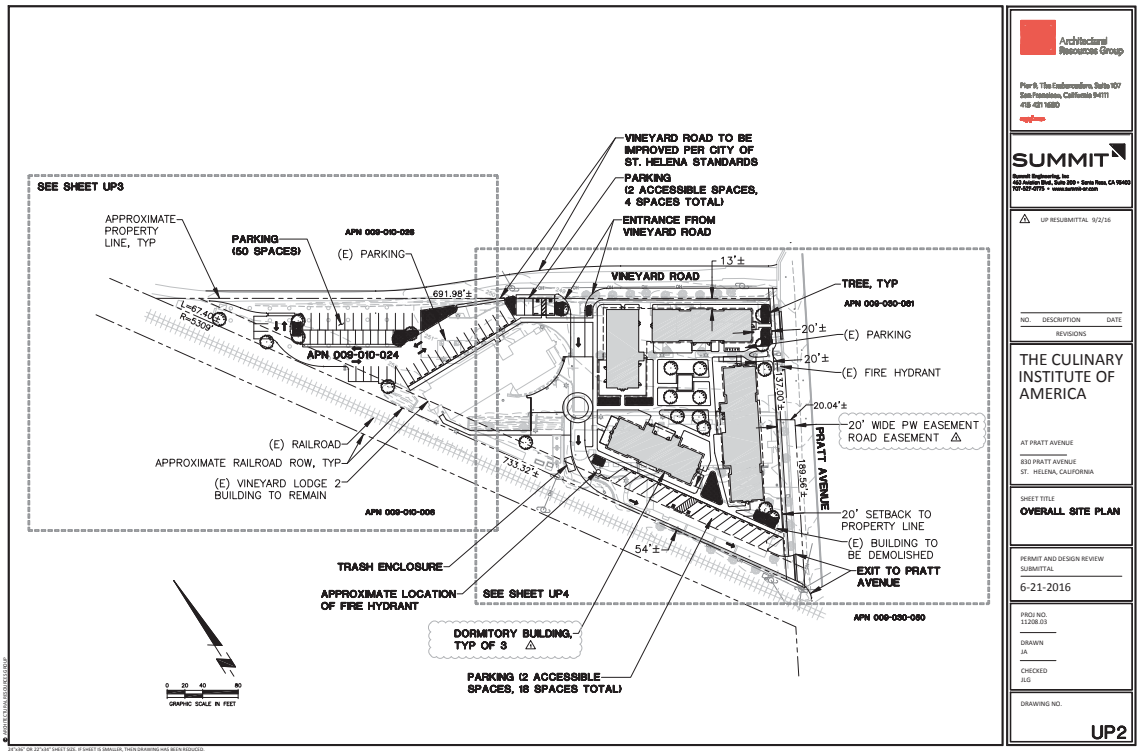
CHECKED
NM

DRAWING NO.
T1.0
SHEET OF

© ARCHITECTURAL RESOURCES GROUP

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEN DRAWING HAS BEEN REDUCED.


OWNER:
CULINARY INSTITUTE OF AMERICA
830 PRATT AVENUE
ST. HELENA, CA 94574
APPLICANT:
CULINARY INSTITUTE OF AMERICA
830 PRATT AVENUE
ST. HELENA, CA 94574
(E) BIKERACK TO BE RELOCATED
(E) SD TO BE REROUTED, SEE SHEET UP5 FOR ROUTING
(E) SS SEPTIC & SUMP TANKS, TO BE ABANDONED
REMOVE (E) DRAINAGE DITCH
APPROXIMATE PROPERTY LINE, TYP
(E) VINEYARD LODGE 2 BUILDING TO REMAIN
(E) PARKING TO BE REMOVED
APN 009-010-024
APN 009-010-026
VINEYARD ROAD
RELOCATE (E) OVERHEAD TO UNDERGROUND
REROUTE (E) WATER, FP & GAS AROUND PROPOSED BUILDING, SEE SHEET UP5 FOR ROUTING
(E) TREES, TYP, SLAD FOR TREE REMOVAL & PROTECTION PLAN
(E) TRASH ENCLOSURE TO BE RELOCATED
(E) AC PAVING TO BE REMOVED
REMOVE (E) LIGHT POLE, TYP
(E) FIRE PROTECTION & WATER BACKFLOW PREVENTER, PIP
(E) WATER, PIP
PROTECT (E) FIRE HYDRANT & ASSOCIATED PIPING IN PLACE
(E) GAS METER, TO BE RELOCATED
APN 009-030-061
(E) FP, PIP
(E) GAS, PIP
(E) WATER, PIP
(E) RAILROAD
APPROXIMATE RAILROAD ROW, TYP
REMOVE (E) SUBDRAIN, TYP
(E) BIOSWALE, PIP
(E) SD, PIP
(E) SS SUMP TANK, PIP
(E) BIOSWALE, PIP
(E) TELEPHONE, PIP
APN 009-010-008
(E) BUILDING TO BE DEMOLISHED
PRATT AVENUE
(E) WATER VALVE & ASSOCIATED PIPING, PIP
APN 009-030-060
(E) TRANSFORMER & ASSOCIATED ELEC UTILITIES, PIP
(E) ELEC TO BE REMOVED
(E) SEPTIC TANKS & ASSOCIATED PIPING TO BE REMOVED
(E) TELCOM POLE TO BE PROTECTED
(E) SS TO BE ABANDONED
(E) SSFM, PIP
0 20 40 80
GRAPHIC SCALE IN FEET
Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111
415-421-1680
SUMMIT
Summit Engineering, Inc
463 Aviation Blvd, Suite 200 • Santa Rosa, CA 95403
707-527-0775 • www.summit-sr.com
UP RESUBMITTAL 9/2/16
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
SHEET TITLE
EXISTING CONDITIONS & DEMOLITION PLAN
PERMIT AND DESIGN REVIEW SUBMITTAL
6-21-2016
PROJ NO.
11208.03
DRAWN
JA
CHECKED
ALG
DRAWING NO.
UP1



Architectural Resources Group

Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111
415-421-1680

SUMMIT

Summit Engineering, Inc
463 Aviation Blvd, Suite 200 • Santa Rosa, CA 95403
707-527-0775 • www.summit-sr.com

NO.	DESCRIPTION	DATE
⚠	UP RESUBMITTAL	9/2/16

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

SHEET TITLE
OVERALL SITE PLAN

PERMIT AND DESIGN REVIEW SUBMITTAL
6-21-2016

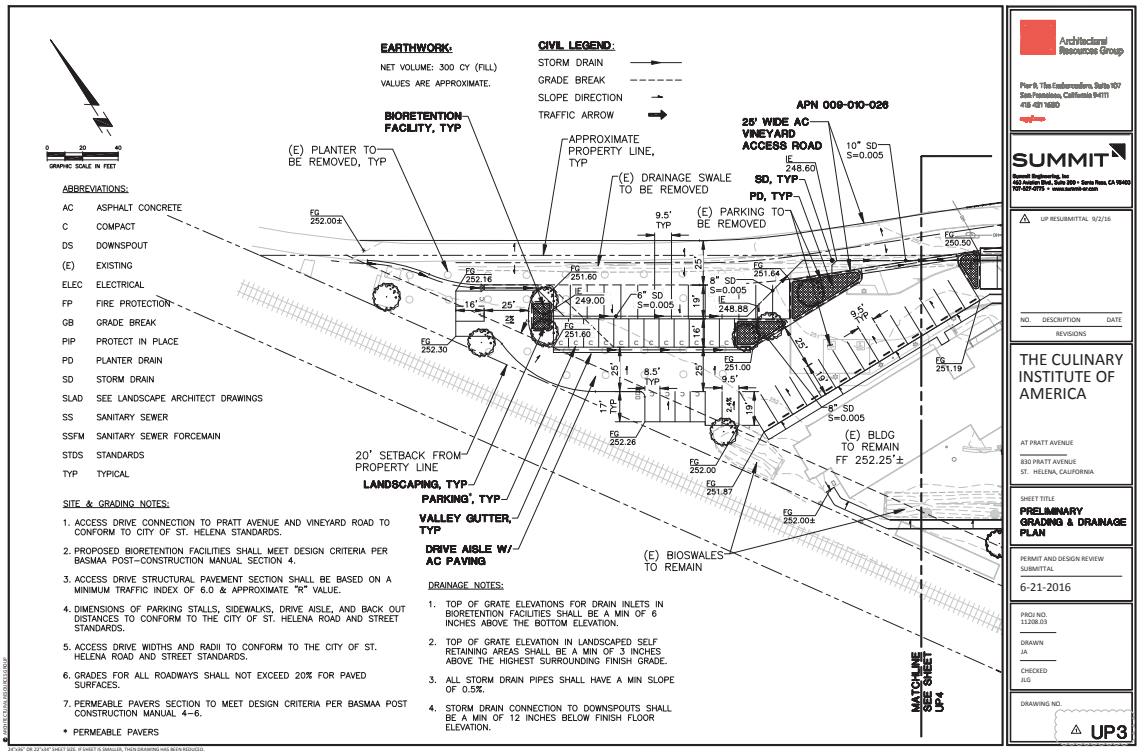
PROJ NO.
11208.03

DRAWN
JA

CHECKED
ALG

DRAWING NO.
UP2

22"x34" OR 22"x36" SHEET SIZE. IF SHEET IS SMALLER, THEN DRAWING HAS BEEN REDUCED.


EARTHWORK:
NET VOLUME: 300 CY (FILL)
VALUES ARE APPROXIMATE.
CIVIL LEGEND:
STORM DRAIN
GRADE BREAK
SLOPE DIRECTION
TRAFFIC ARROW
BIORETENTION FACILITY, TYP
(E) PLANTER TO BE REMOVED, TYP
APPROXIMATE PROPERTY LINE, TYP
(E) DRAINAGE SWALE TO BE REMOVED
(E) PARKING TO BE REMOVED
APN 009-010-026
25' WIDE AC VINEYARD ACCESS ROAD
SD, TYP
PD, TYP
10" SD S=0.005
8" SD S=0.005
6" SD S=0.005
(E) BLDG TO REMAIN FF 252.25'±
20' SETBACK FROM PROPERTY LINE
LANDSCAPING, TYP
PARKING', TYP
VALLEY GUTTER, TYP
DRIVE AISLE W/ AC PAVING
(E) BIOSWALES TO REMAIN
MATCHLINE SEE SHEET UP4
ABBREVIATIONS:
AC ASPHALT CONCRETE
C COMPACT
DS DOWNSPOUT
(E) EXISTING
ELEC ELECTRICAL
FP FIRE PROTECTION
GB GRADE BREAK
PIP PROTECT IN PLACE
PD PLANTER DRAIN
SD STORM DRAIN
SLAD SEE LANDSCAPE ARCHITECT DRAWINGS
SS SANITARY SEWER
SSFM SANITARY SEWER FORCEMAIN
STDS STANDARDS
TYP TYPICAL
SITE & GRADING NOTES:
1. ACCESS DRIVE CONNECTION TO PRATT AVENUE AND VINEYARD ROAD TO CONFORM TO CITY OF ST. HELENA STANDARDS.
2. PROPOSED BIORETENTION FACILITIES SHALL MEET DESIGN CRITERIA PER BASMAA POST–CONSTRUCTION MANUAL SECTION 4.
3. ACCESS DRIVE STRUCTURAL PAVEMENT SECTION SHALL BE BASED ON A MINIMUM TRAFFIC INDEX OF 6.0 & APPROXIMATE "R" VALUE.
4. DIMENSIONS OF PARKING STALLS, SIDEWALKS, DRIVE AISLE, AND BACK OUT DISTANCES TO CONFORM TO THE CITY OF ST. HELENA ROAD AND STREET STANDARDS.
5. ACCESS DRIVE WIDTHS AND RADII TO CONFORM TO THE CITY OF ST. HELENA ROAD AND STREET STANDARDS.
6. GRADES FOR ALL ROADWAYS SHALL NOT EXCEED 20% FOR PAVED SURFACES.
7. PERMEABLE PAVERS SECTION TO MEET DESIGN CRITERIA PER BASMAA POST CONSTRUCTION MANUAL 4–6.
* PERMEABLE PAVERS
DRAINAGE NOTES:
1. TOP OF GRATE ELEVATIONS FOR DRAIN INLETS IN BIORETENTION FACILITIES SHALL BE A MIN OF 6 INCHES ABOVE THE BOTTOM ELEVATION.
2. TOP OF GRATE ELEVATION IN LANDSCAPED SELF RETAINING AREAS SHALL BE A MIN OF 3 INCHES ABOVE THE HIGHEST SURROUNDING FINISH GRADE.
3. ALL STORM DRAIN PIPES SHALL HAVE A MIN SLOPE OF 0.5%.
4. STORM DRAIN CONNECTION TO DOWNSPOUTS SHALL BE A MIN OF 12 INCHES BELOW FINISH FLOOR ELEVATION.
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ST. HELENA, CALIFORNIA
SHEET TITLE
PRELIMINARY GRADING & DRAINAGE PLAN
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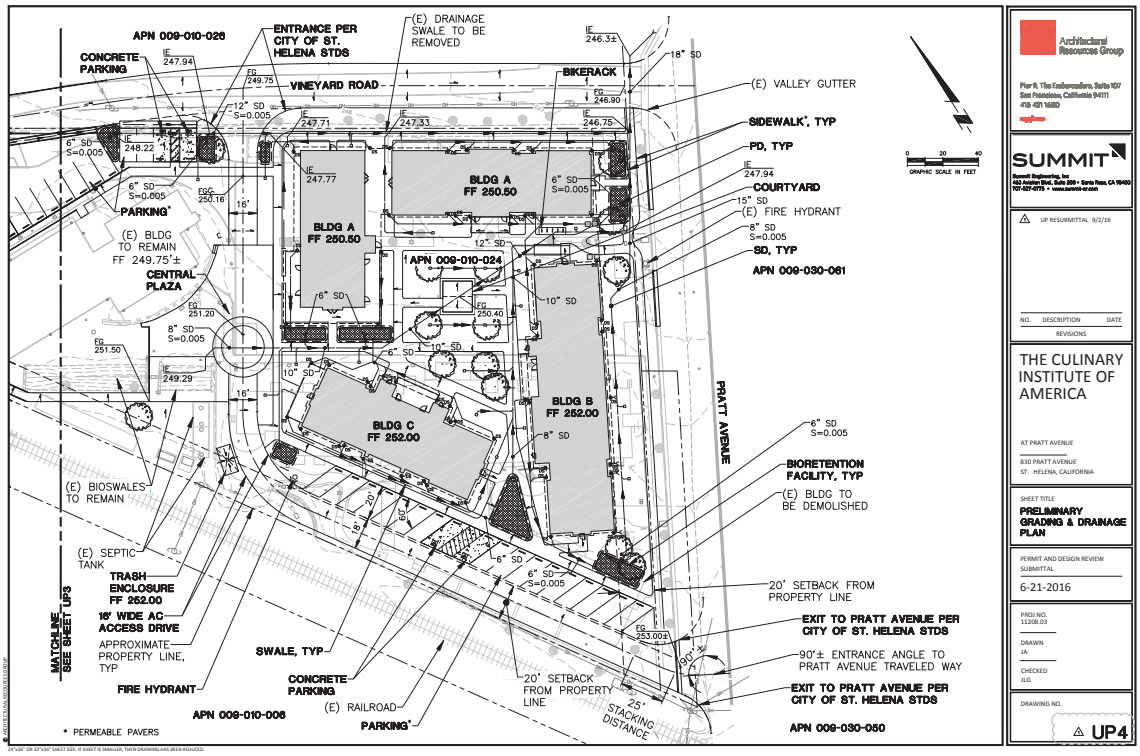
6-21-2016
PROJ NO. 11208.03
DRAWN JA
CHECKED ALG
DRAWING NO.
UP3



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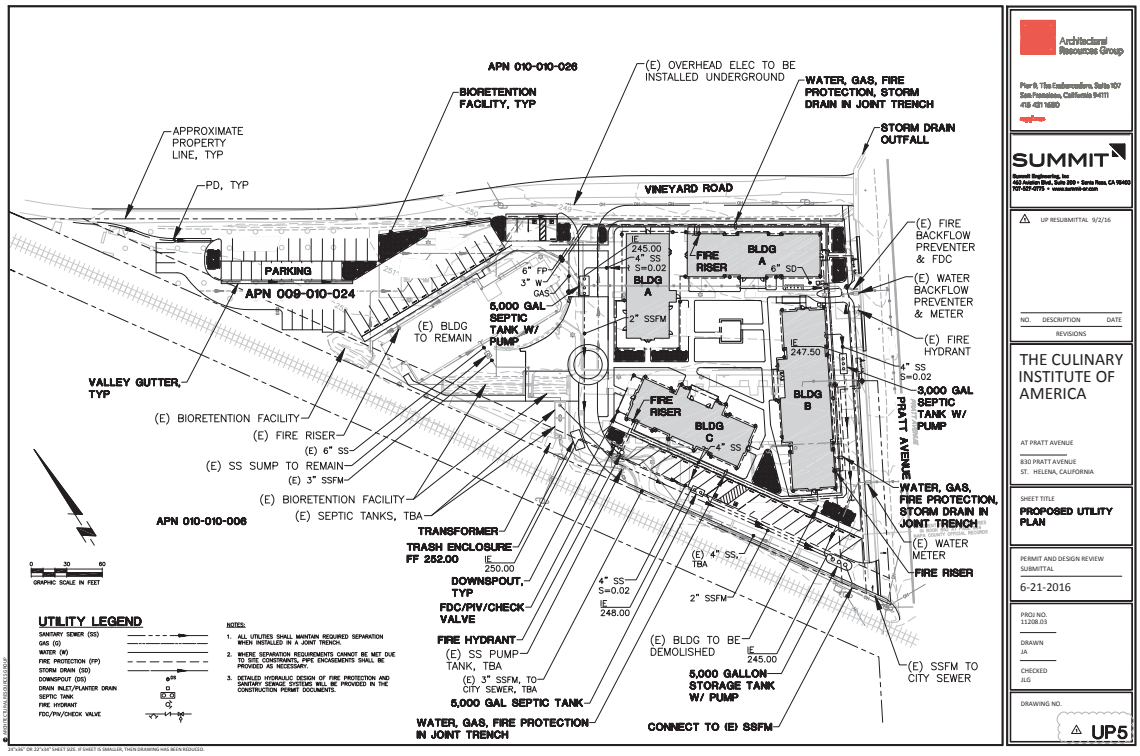

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SHEET TITLE
PROPOSED UTILITY PLAN

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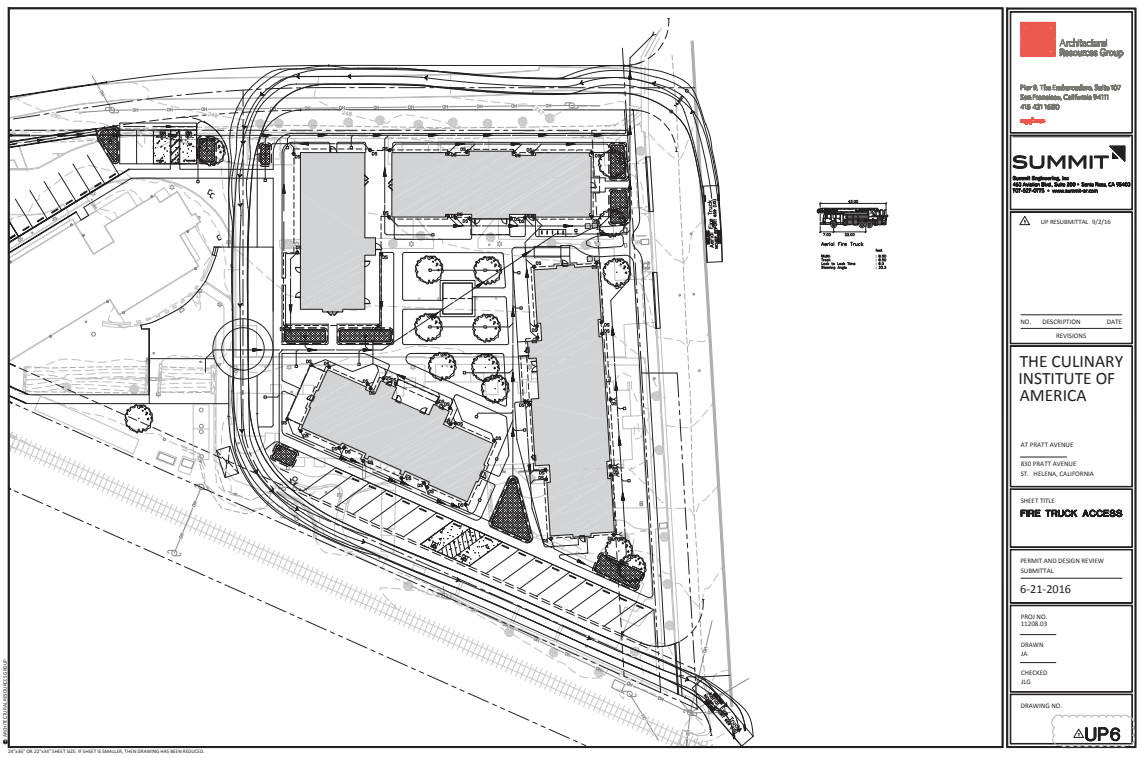
UP5



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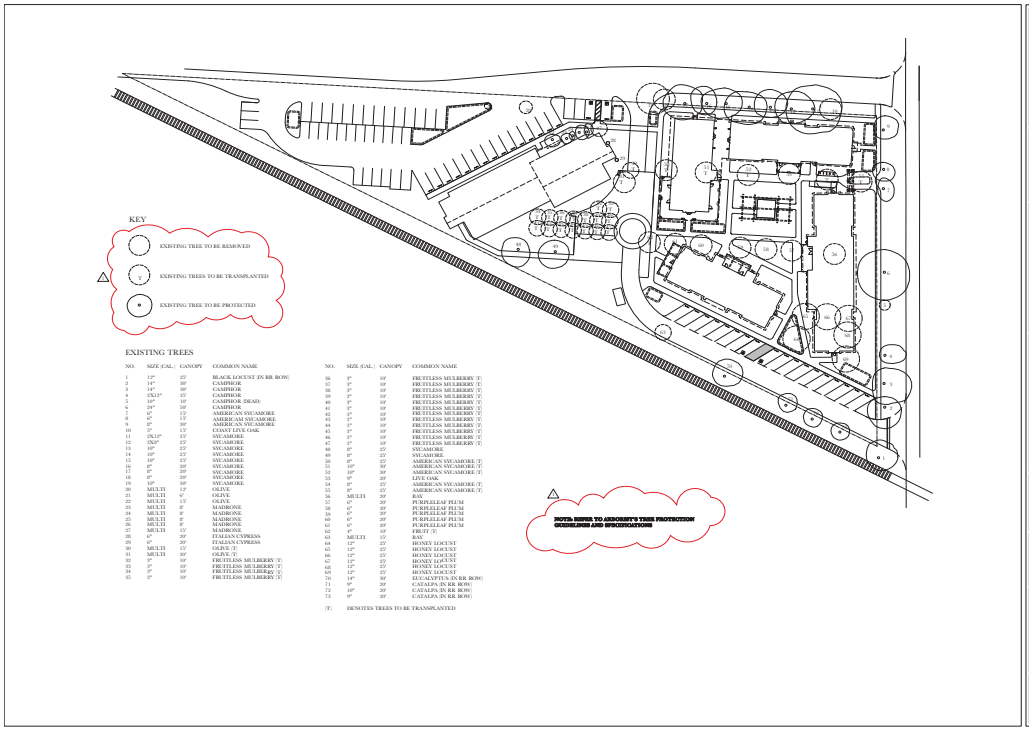
24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEN DRAWING HAS BEEN REDUCED.



EXISTING TREES

NO.	SIZE (CAL.)	CANOPY	COMMON NAME
1	12"	25'	BLACK LOCUST (IN RR ROW)
2	14"	30'	CAMPHOR
3	14"	30'	CAMPHOR
4	17x17"	25'	CAMPHOR
5	10"	10'	CAMPHOR (DEAD)
6	24"	50'	CAMPHOR
7	8"	15'	AMERICAN SYCAMORE
8	6"	15'	AMERICAN SYCAMORE
9	8"	30'	AMERICAN SYCAMORE
10	5"	15'	COAST LIVE OAK
11	5X12"	35'	SYCAMORE
12	5X5"	35'	SYCAMORE
13	10"	25'	SYCAMORE
14	10"	25'	SYCAMORE
15	10"	25'	SYCAMORE
16	8"	20'	SYCAMORE
17	9"	20'	SYCAMORE
18	9"	20'	SYCAMORE
19	10"	25'	SYCAMORE
20	MULTI	12'	OLIVE
21	MULTI	6'	OLIVE
22	MULTI	15'	OLIVE
23	MULTI	8'	MADRONE
24	MULTI	8'	MADRONE
25	MULTI	8'	MADRONE
26	MULTI	8'	MADRONE
27	MULTI	15'	MADRONE
28	6"	20'	ITALIAN CYPRESS
29	6"	20'	ITALIAN CYPRESS
30	MULTI	15'	OLIVE (T)
31	MULTI	20'	OLIVE (T)
32	3"	10'	FRUITLESS MULBERRY (T)
33	3"	10'	FRUITLESS MULBERRy (T)
34	3"	10'	FRUITLESS MULBERRy (T)
35	3"	10'	FRUITLESS MULBERRY (T)
36	3"	10'	FRUITLESS MULBERRY (T)
37	3"	10'	FRUITLESS MULBERRY (T)
38	3"	10'	FRUITLESS MULBERRY (T)
39	3"	10'	FRUITLESS MULBERRY (T)
40	3"	10'	FRUITLESS MULBERRY (T)
41	3"	10'	FRUITLESS MULBERRY (T)
42	3"	10'	FRUITLESS MULBERRY (T)
43	3"	10'	FRUITLESS MULBERRY (T)
44	3"	10'	FRUITLESS MULBERRY (T)
45	3"	10'	FRUITLESS MULBERRY (T)
46	3"	10'	FRUITLESS MULBERRY (T)
47	3"	10'	FRUITLESS MULBERRY (T)
48	8"	25'	SYCAMORE
49	8"	25'	SYCAMORE
50	6"	25'	AMERICAN SYCAMORE (T)
51	10"	30'	AMERICAN SYCAMORE (T)
52	10"	30'	AMERICAN SYCAMORE (T)
53	9"	20'	LIVE OAK
54	6"	25'	AMERICAN SYCAMORE (T)
55	6"	25'	AMERICAN SYCAMORE (T)
56	MULTI	25'	OAK
57	6"	20'	PURPLELEAF PLUM
58	6"	20'	PURPLELEAF PLUM
59	6"	20'	PURPLELEAF PLUM
60	6"	20'	PURPLELEAF PLUM
61	6"	20'	PURPLELEAF PLUM
62	6"	10'	FRUIT (T)
63	MULTI	15'	BAY
64	12"	25'	HONEY LOCUST
65	12"	25'	HONEY LOCUST
66	12"	25'	HONEY LOCUST
67	12"	25'	HONEY LOCUST
68	12"	25'	HONEY LOCUST
69	12"	25'	HONEY LOCUST
70	14"	30'	EUCALYPTUS (IN RR ROW)
71	9"	20'	CATALPA (IN RR ROW)
72	10"	20'	CATALPA (IN RR ROW)
73	9"	20'	CATALPA (IN RR ROW)

(T) DENOTES TREES TO BE TRANSPLANTED

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SHEET TITLE
TREE PROTECTION/ REMOVAL PLAN

PERMIT AND DESIGN REVIEW SUBMITTAL

6-21-2016

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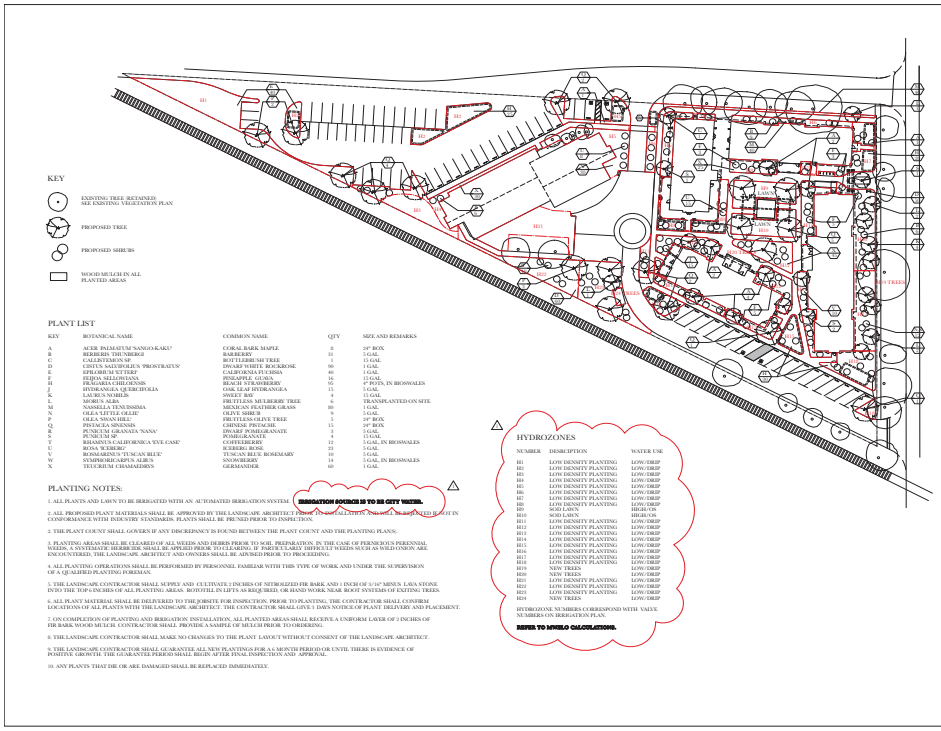
H1
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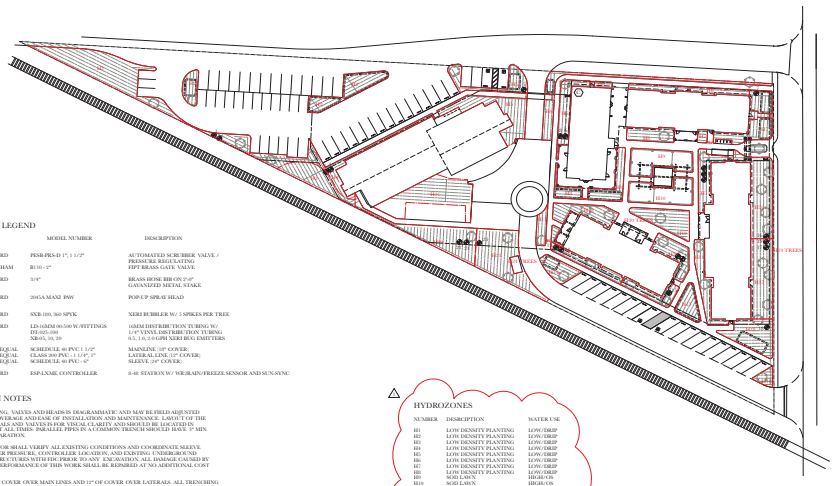
NEW TREES
NEW TREES
NEW TREES



IRRIGATION LEGEND

KEY	MAKE	MODEL NUMBER	DESCRIPTION
	RAINBIRD	PESB-PRS-D 1", 1 1/2"	AUTOMATED SCRUBBER VALVE / PRESSURE REGULATING
	STOCKHAM	B110 -2"	FIPT BRASS GATE VALVE
	RAINBIRD	3/4"	BRASS HOSE BIB ON 2'-0" GALVANIZED METAL STAKE
	RAINBIRD	2045A MAXI PAW	POP-UP SPRAY HEAD
	RAINBIRD	SXB-180, 360 SPVK	XERI BUBBLER W/ 3 SPIKES PER TREE
	RAINBIRD	LD-16MM 00-500 W/FITTINGS DT-025-500 XB-01, 10, 20	16MM DISTRIBUTION TUBING W/ 1/4" VINYL DISTRIBUTION TUBING 0.5, 1.0, 2.0 GPH XERI-BUG EMITTERS
	EPCO/EQUAL EPCO/EQUAL EPCO/EQUAL	SCHEDULE 40 PVC 1 1/2" CLASS 200 PVC - 1 1/4", 1" SCHEDULE 40 PVC - 4"	MAINLINE (18" COVER) LATERAL LINE (12" COVER) SLEEVE (24" COVER)
	RAINBIRD	ESP-LXME CONTROLLER	8-48 STATION W/ WEATHER-FREEZE SENSOR AND SUN-SYNC

IRRIGATION NOTES

1. LAYOUT OF PIPING, VALVES AND HEADS IS DIAGRAMMATIC AND MAY BE FIELD ADJUSTED FOR OPTIMUM COVERAGE AND EASE OF INSTALLATION AND MAINTENANCE. LAYOUT OF THE MAINLINE, LATERAL LINES AND VALVES IS FOR VISUAL CLARITY AND SHOULD BE LOCATED IN PLANTING BEDS WHERE POSSIBLE. INSTALL PIPES IN A COMMON TRENCH SHOULD HAVE 3" MIN. HORIZONTAL SEPARATION.

2. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND COORDINATE SLEEVE LOCATIONS, WATER PRESSURE, CONTROLLER LOCATION, AND EXISTING UNDERGROUND UTILITIES AND STRUCTURES WITH FDG PRIOR TO ANY EXCAVATION. ALL DAMAGE CAUSED BY OR DURING THE PERFORMANCE OF THIS WORK SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.

3. PROVIDE 18" OF COVER OVER MAIN LINES AND 12" OF COVER OVER LATERALS. ALL TRENCHING WITHIN OR NEAR THE DRIPLINES OF EXISTING TREES SHALL BE APPROVED BY THE ARBORIST PRIOR TO PROCEEDING.

4. ALL BACKFILL MATERIAL SHALL BE CLEAN AND FREE OF ROCKS AND DEBRIS AND SHALL BE COMPACTED TO ORIGINAL SOIL DENSITY. SLEEVES SHALL EXTEND 12" BEYOND PAVING EDGES.

5. THE CONTRACTOR SHALL MAINTAIN AN ACCURATE AS-BUILD DRAWING OF THE INSTALLED SYSTEM AND PROVIDE IT TO THE OWNER UPON COMPLETION OF THE WORK.

STATEMENT OF COMPLIANCE:

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

HYDROZONES

NUMBER	DESCRIPTION	WATER USE
H1	LOW DENSITY PLANTING	LOW/DRIP
H2	LOW DENSITY PLANTING	LOW/DRIP
H3	LOW DENSITY PLANTING	LOW/DRIP
H4	LOW DENSITY PLANTING	LOW/DRIP
H5	LOW DENSITY PLANTING	LOW/DRIP
H6	LOW DENSITY PLANTING	LOW/DRIP
H7	LOW DENSITY PLANTING	LOW/DRIP
H8	LOW DENSITY PLANTING	LOW/DRIP
H9	SOD LAWN	HIGH/OS
H10	SOD LAWN	HIGH/OS
H11	LOW DENSITY PLANTING	LOW/DRIP
H12	LOW DENSITY PLANTING	LOW/DRIP
H13	LOW DENSITY PLANTING	LOW/DRIP
H14	LOW DENSITY PLANTING	LOW/DRIP
H15	LOW DENSITY PLANTING	LOW/DRIP
H16	LOW DENSITY PLANTING	LOW/DRIP
H17	LOW DENSITY PLANTING	LOW/DRIP
H18	LOW DENSITY PLANTING	LOW/DRIP
H19	NEW TREES	LOW/DRIP
H20	NEW TREES	LOW/DRIP
H21	LOW DENSITY PLANTING	LOW/DRIP
H22	LOW DENSITY PLANTING	LOW/DRIP
H23	LOW DENSITY PLANTING	LOW/DRIP
H24	NEW TREES	LOW/DRIP

HYDROZONE NUMBERS CORRESPOND WITH VALVE NUMBERS ON IRRIGATION PLAN.

REFER TO WWELO CALCULATIONS.

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SHEET TITLE
IRRIGATION PLAN

PERMIT AND DESIGN REVIEW SUBMITTAL
6-21-2016

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ARCHITECTURAL SITE PLAN

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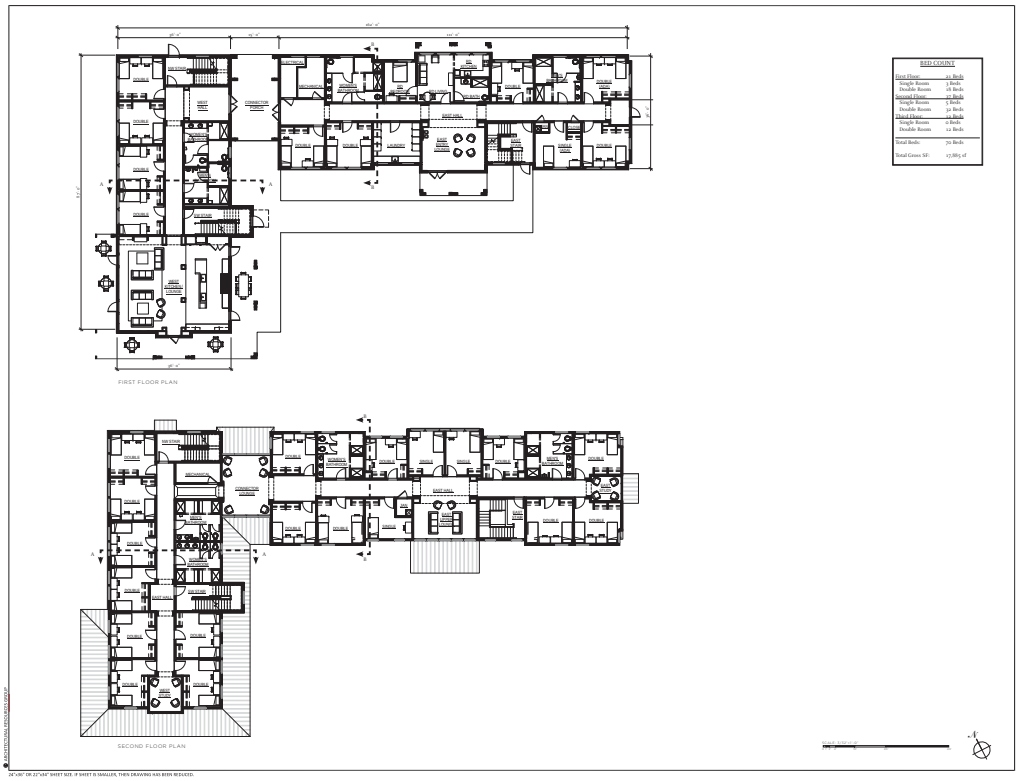
Agenda Item #8.2.


FIRST FLOOR PLAN
SECOND FLOOR PLAN
BED COUNT
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1
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FLOOR PLANS
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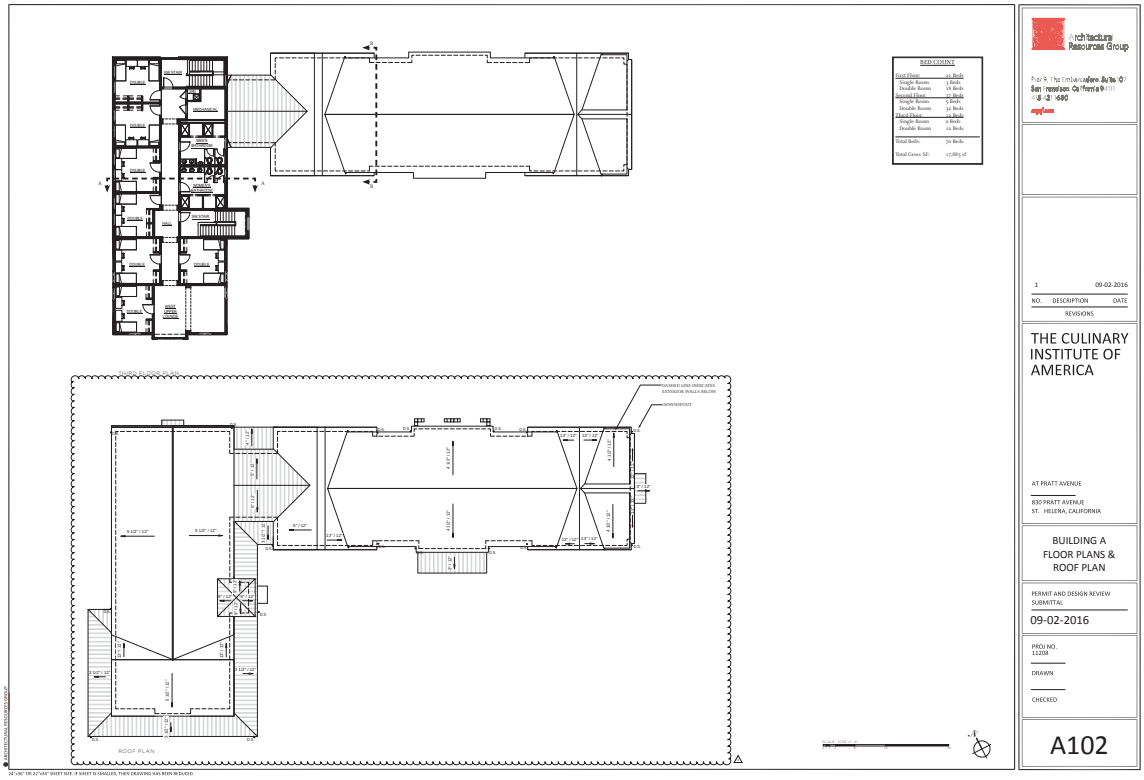

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WEST ELEVATION
SECTION A-A
SECTION B-B
NORTH ELEVATION
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ELEVATIONS & SECTION
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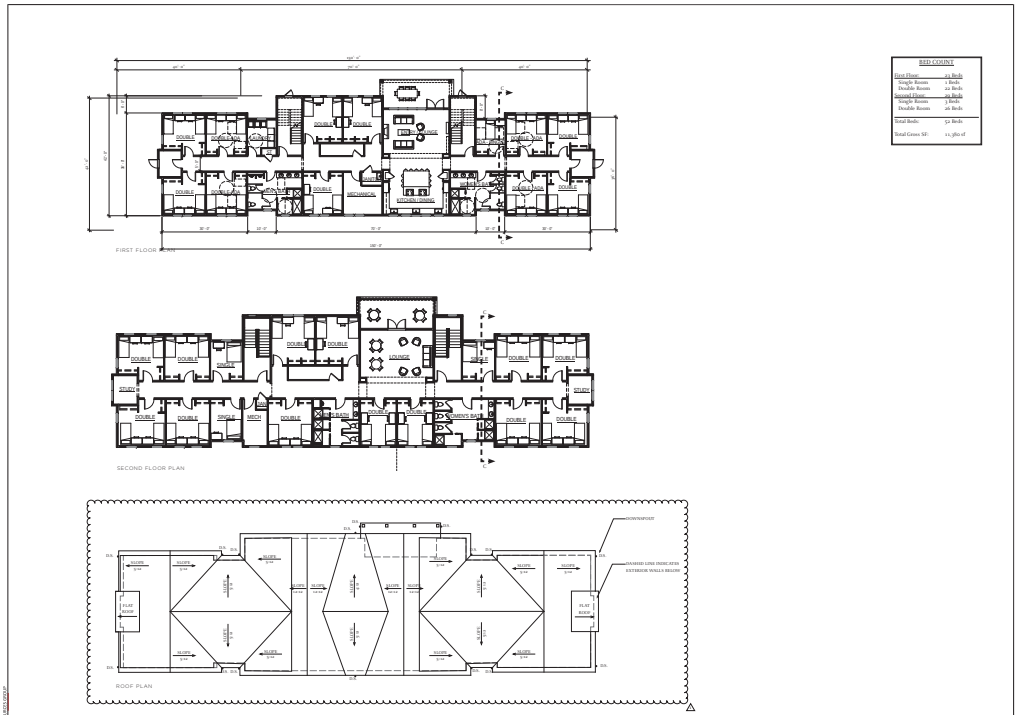
FIRST FLOOR
SECOND FLOOR PLAN
ROOF PLAN
BED COUNT
First Floor: 22 Beds
Single Rooms 1 Beds
Double Rooms 21 Beds
Second Floor 29 Beds
Single Rooms 3 Beds
Double Rooms 26 Beds
Total Beds: 51 Beds
Total Gross SF: 11,360 sf
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830 PRATT AVENUE
ST. HELENA, CALIFORNIA
BUILDING B
FLOOR PLANS &
ROOF PLAN
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BUILDING B
ELEVATIONS & SECTION

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09-02-2016

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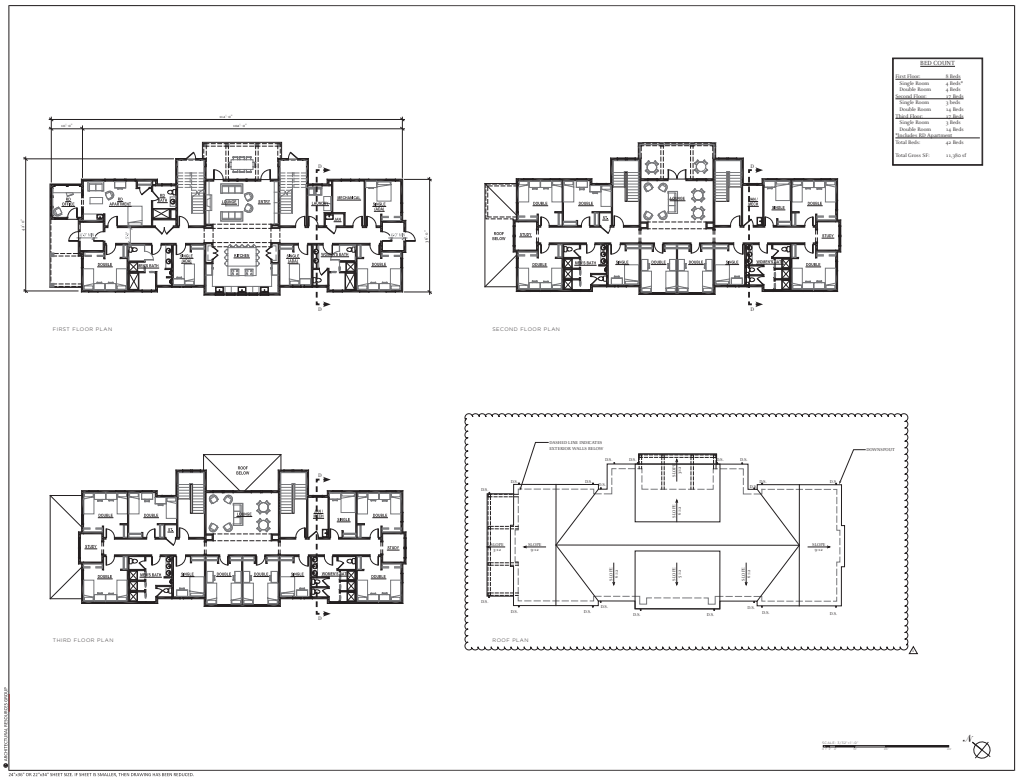

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AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

BUILDING C
FLOOR PLANS &
ROOF PLAN

PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016

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AT PRATT AVENUE

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ST. HELENA, CALIFORNIA

BUILDING C
ELEVATIONS & SECTION

PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016

PROJ NO.
11208

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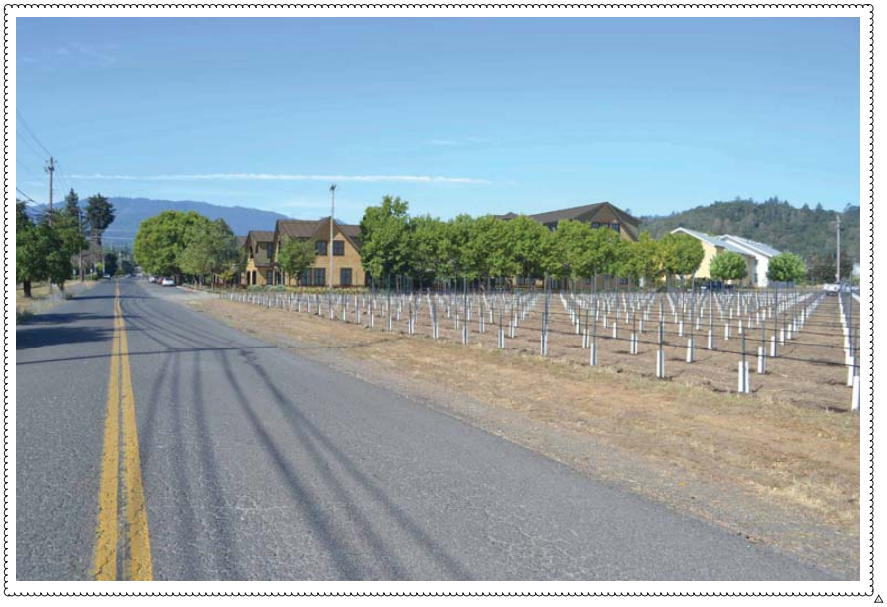
A107



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PERSPECTIVE ILLUSTRATION

PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016

PROJ NO.
11208

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Agenda Item #5.2.

STORMWATER CONTROL PLAN FOR A REGULATED PROJECT

Culinary Institute of America

Vineyard Lodge Use Permit

Prepared for:
CIA VINEYARD LODGE
830 Pratt Ave
St. Helena, CA 94574
(415) 421-1680

Prepared by:
Summit Engineering, Inc.
463 Aviation Blvd, Suite 200
Santa Rosa, CA 95403
Phone: 707-527-0775

SUMMIT
CIVIL STRUCTURAL ELECTRICAL WATER|WASTEWATER

Project No. 2016140
June 21, 2016

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FIGURES

Vicinity Map
Stormwater Control and Drainage Map

This Stormwater Control Plan was prepared using the template dated July 11, 2014.

I. PROJECT DATA

Table 1. Project Data

Project Name/Number	CIA Vineyard Lodge Use Permit/2016040
Application Submittal Date	June 21, 2016
Project Location	830 Pratt Ave, St. Helena, CA 94574/ APN 009-010-024
Project Phase No.	N/A
Project Type and Description	Project Type: Regulated – This project consists of the demolition of the existing parking lot and dormitory building and the construction of four new dormitory lodges, access drive, and new parking areas.
Total Project Site Area	2.61 acres
Total New and Replaced Impervious Surface Area	70,366 sqft (1.62acres)
Total Pre-Project Impervious Surface Area	59,723 sqft (1.37acres)
Total Post-Project Impervious Surface Area	77,959 sqft (1.79 acres)

II. SETTING

II.A. Project Location and Description

The CIA Vineyard Lodge project site is approximately 2.61 acres and located at 830 Pratt Ave, St. Helena, CA. The project site is located approximately one mile northwest of the Town of St. Helena, 0.3 miles northeast of State Road 128, 0.2 miles west of York Creek, and has approximate coordinates of 38.513583˚ N & 122.475675˚ W. See the Vicinity Map.

II.B. Existing Site Features and Conditions

The project site currently consists of a parking lot and two dormitory buildings. The area surrounding the project boundary consists of vineyards and agricultural land. The project site is relatively flat with average slopes of the approximately 1% towards the eastern portion of the property. The elevation of the project site ranges from 243 to 250 feet above mean sea level (msl). Surface stormwater runoff from the site generally sheet flows towards the trapezoidal ditch located along the northeast property line and outlets via a valley gutter in a road side swale along Pratt Avenue. Drainage from the site eventually discharges to the Napa River.

Based on mapping from the National Resources Conservation Service (NRCS) Web Soil Survey, the project site soils are classified as Bale loam clay (104 and 105); both being in Hydrologic Soil Group “B”. According to the NRCS, Hydrologic Soil Group “B” consists of soils having a moderate infiltration rate when thoroughly wet, consisting chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

II.C. Opportunities and Constraints for Stormwater Control

Landscaped areas located throughout the project site can be utilized for bioretention facilities and self-retaining areas. The soil at the project site also allows for moderate infiltration.

Constraints for drainage at the site include the relative flat site with average slopes of approximately 1%.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

Project limitations such as the minimal slope at the site require many of the landscape areas to be self-retaining areas. LID Facilities (SCMs) are proposed to be adjacent to the proposed impervious areas not draining to self-treating areas. Landscaped areas shall be provided throughout the site to promote infiltration and treatment.

III.A.2. Preservation of natural drainage features

Constructed vegetated swales are currently at the site. The existing drainage pattern for the site shall be preserved where feasible.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

Development is not proposed to be performed within 20 feet or more of nearby creeks and riparian habitats.

III.A.4. Minimization of imperviousness

Impervious surfacing of the site shall be minimized with landscaped areas adjacent to proposed improvements.

III.A.5. Use of drainage as a design element

Grass-line interceptor swales adjacent to a portion of impervious area shall be utilized for both treatment and aesthetics and convey runoff to LID facilities.

III.B. Use of Permeable Pavements

Permeable pavements will not be used in this project as surfacing is limited to the asphalt concrete for the parking and access drive areas, and concrete for sidewalks.

III.C. Dispersal of Runoff to Pervious Areas

Runoff from Area 25 will sheetflow onto the adjacent vineyards and roadside drainage.

III.D. Stormwater Control Measures

This project will follow the “Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solano Counties (DGSTC)”, prepared for the Bay Area Stormwater Management Agencies Association (BASMAA). Bio-retention LID Facilities are sized at a minimum of 4% of the equivalent tributary area, as specified in the Phase II Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.

Bio-retention LID Facilities shall vary in size depending on the impervious areas for which they serve and shall be located adjacent to these areas. These facilities are designed in accordance with the Bioretention Facility Design Criteria beginning on Page 4-3 of the DGSTC, as well as Figures 4-1 and 4-2. Locations of LID facilities can be seen on the Drainage Map attached.

Storm drains shall be utilized throughout the project to direct stormwater from impervious areas, to the bioretention facilities at locations specified in the Stormwater Control Plan. These new pipes shall be sized adequately to handle post project flow rates. Self-retaining areas are designed in accordance with the criteria in "Areas draining to self-retaining areas" on page 4-2 of the DGSTC: a maximum ratio of two parts impervious to one part pervious area.

Running parallel to the access drive, grass-lined interceptor swales shall be utilized to convey and treat runoff from access drive. All swales shall be designed to handle runoff from the 100-year storm event.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of Each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

Table 2. Drainage Management Areas

DMA Region	Surface Type	Area(acres)
1	Asphalt/Rooftop	0.20
2	Rooftop	0.11
3	Concrete	0.03
4	Asphalt	0.09
5	Rooftop	0.09
6	Rooftop/Concrete	0.06
7	Landscaping	0.07
8	Rooftop/Concrete	0.06
9	Rooftop/Concrete	0.06
10	Landscaping	0.02
11	Sidewalk	0.01
12	Rooftop/Concrete	0.05
13	Landscaping	0.03
14	Asphalt/Concrete	0.16
15	Concrete	0.03
16	Landscaping	0.02
17	Rooftop/Concrete	0.06
18	Concrete	0.01
19	Landscaping	0.01
20	Concrete	0.03
21	Landscaping	0.02
22	Asphalt	0.03
23	Asphalt	0.04
24	Asphalt	0.34
25	Asphalt	0.11
26	Concrete	0.02

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 8,531 square feet, is comprised of asphalt concrete surfacing. DMA 1 drains to Stormwater Control Measure LIDF 1.

DMA 2, totaling 4,743 square feet, is comprised of rooftop. DMA 2 drains to Stormwater Control Measure LIDF 1.

DMA 3, totaling 1,478 square feet, is comprised of concrete sidewalk. DMA 3 drains to Stormwater Control Measure LIDF 1.

DMA 4, totaling 4,014 square feet, is comprised of asphalt concrete parking. DMA 4 drains to Stormwater Control Measure LIDF 2.

DMA 5, totaling 3,780 square feet, is comprised of rooftop. DMA 5 drains to Stormwater Control Measure LIDF 2.

DMA 6, totaling 2,699 square feet, is comprised of rooftop and concrete sidewalk. DMA 6 drains to self-retaining area, DMA 7.

DMA 7, totaling 3,088 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 8, totaling 2,698 square feet, is comprised of rooftop and concrete sidewalk. DMA 8 drains to Stormwater Control Measure LIDF 3.

DMA 9, totaling 2,715 square feet, is comprised of rooftop and concrete sidewalk. DMA 9 drains to Stormwater Control Measure LIDF 3.

DMA 10, totaling 657 square feet, is comprised of landscaping. DMA 10 drains to Stormwater Control Measure LIDF 3.

DMA 11, totaling 275 square feet, is comprised of concrete sidewalk. DMA 11 drains to Stormwater Control Measure LIDF 3.

DMA 12, totaling 2,296 square feet, is comprised of rooftop and concrete sidewalk. DMA 12 drains to self-retaining area, DMA 13.

DMA 13, totaling 1,186 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 14, totaling 7,039 square feet, is comprised of asphalt and concrete. DMA 14 drains to Stormwater Control Measure LIDF 4.

DMA 15, totaling 1,283 square feet, is comprised of concrete sidewalk. DMA 15 drains to self-retaining area, DMA 16.

DMA 16, totaling 684 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 17, totaling 2,455 square feet, is comprised of rooftop and concrete. DMA 17 drains to Stormwater Control Measure LIDF 5.

DMA 18, totaling 511 square feet, is comprised of concrete sidewalk. DMA 18 drains to self-retaining area, DMA 19.

DMA 19, totaling 262 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 20, totaling 1,263 square feet, is comprised of concrete sidewalk. DMA 20 drains to self-retaining area, DMA 21.

DMA 21, totaling 982 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 22, totaling 1,175 square feet, is comprised of asphalt. DMA 22 drains to Stormwater Control Measure LIDF 6.

DMA 23, totaling 1,717 square feet, is comprised of asphalt. DMA 23 drains to Stormwater Control Measure LIDF 7.

DMA 24, totaling 14,815 square feet, is comprised of asphalt. DMA 24 drains to Stormwater Control Measure LIDF 8.

DMA 25, totaling 4,887 square feet, is comprised of asphalt. DMA 25 drains to surrounding vineyard area, maintaining the existing drainage pattern at this location.

DMA 26, totaling 2,678 square feet, is comprised of concrete sidewalk. DMA 26 drains to Stormwater Control Measure LIDF 9.

IV.B. Tabulation and Sizing Calculations

IV.B.1. Information Summary for Bioretention Facility Design

Total Project Area: 2.61 acres	
LIDF 1 Area: 631 ft^2	**DMA 1, 2, 3 Area:** 14,752 ft^2
LIDF 2 Area: 327 ft^2	**DMA 4, 5 Area:** 7,794 ft^2
LIDF 3 Area: 257 ft^2	**DMA 8, 9, 10, 11 Area:** 6,345 ft^2
LIDF 4 Area: 309 ft^2	**DMA 14 Area:** 7,039 ft^2
LIDF 5 Area: 189 ft^2	**DMA 17 Area:** 2,455 ft^2
LIDF 6 Area: 60 ft^2	**DMA 22 Area:** 1,175 ft^2
LIDF 7 Area: 141 ft^2	**DMA 23 Area:** 1,717 ft^2
LIDF 8 Area: 602 ft^2	**DMA 24 Area:** 14,815 ft^2
LIDF 9 Area: 298 ft^2	**DMA 26 Area:** 2,678 ft^2

IV.B.2. Self-Treating Areas

There are no self-treating areas on this project site.

IV.B.3. Self-Retaining Areas

Table 3. Self-Retaining Areas

DMA Region	Area (square feet)
DMA 7	3,088

DMA 13	1,186
DMA 16	684
DMA 19	262
DMA 21	982

IV.B.4. Areas Draining to Self-Retaining Areas

Table 4. Areas Draining to Self-Retaining Areas

DMA Region	Area (square feet)	Post-project Surface Type	Runoff Factor	Receiving self-retaining DMA	Receiving self-retaining DMA Area (square feet)
DMA 6	2,699	Rooftop/Concrete	1.0	DMA 7	3,088
DMA 12	2,296	Rooftop/Concrete	1.0	DMA 13	1,186
DMA 15	1,283	Concrete	1.0	DMA 16	684
DMA 18	511	Concrete	1.0	DMA 19	262
DMA 20	1,263	Concrete	1.0	DMA 19	982

IV.B.5. Areas Draining to Bio-retention Facilities

Table 5. LID Facility 1

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 1		
1	8,531	Asphalt	1.0	8,531	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
2	4,743	Rooftop	1.0	4,743			
3	1,478	Concrete	1.0	1,478			
Total				14,752	0.04	590	631

Table 6. LID Facility 2

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 2		
4	4,014	Asphalt	1.0	4,014	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
5	3,781	Rooftop	1.0	3,781			
Total				7,794	0.04	312	327

Table 7. LID Facility 3

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 3		
8	2,698	Rooftop/Concrete	1.0	2,698	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
9	2,715	Rooftop/Concrete	1.0	2,715			
10	657	Landscaping	0.1	66			
11	257	Concrete	1.0	257			
Total				5,754	0.04	230	257

Table 8. LID Facility 4

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 4		
14	7,039	Asphalt/Concrete	1.0	7,039	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				7,039	0.04	282	309

Table 9. LID Facility 5

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 5		
17	2,455	Rooftop/Concrete	1.0	2,455	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				2,455	0.04	98	189

Table 10. LID Facility 6

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 6		
22	1,175	Asphalt	1.0	1,175	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				1,175	0.04	47	60

Table 11. LID Facility 7

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 7		
23	1,717	Asphalt	1.0	1,717	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				1,717	0.04	69	141

Table 12. LID Facility 8

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 8		
24	14,815	Asphalt	1.0	14,815	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				14,815	0.04	593	602

Table 13. LID Facility 9

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 9		
26	2,678	Concrete	1.0	2,678	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				2,678	0.04	107	298

V. SOURCE CONTROL MEASURES

V.A. Site activities and potential sources of pollutants

- On-site Storm Drain Inlets
- Parking Areas
- Landscape Maintenance

V.B. Summary of Maintenance Requirements for Each Stormwater Facility

- Access drive shall be designed according to the latest version of the City of St. Helena Road and Street Standards.
- Parking areas shall be designed to minimize impervious surface areas and graded to direct runoff to nearby Treatment Control BMPs to treat and remove oil and petroleum hydrocarbons.
- Energy dissipaters constructed of rip rap shall be specified at the outlets of new and reconstructed storm drains and swales to minimize erosion.
- Grass lined swales shall be incorporated into the design to treat runoff and minimize erosion.
- Existing trees, shrubs and groundcover shall be preserved where feasible.
- Plant species tolerant of saturated soil conditions shall be specified in landscaped areas to be utilized for stormwater infiltration and treatment.
- Trash storage areas shall be paved and stormwater from adjacent areas shall not be directed to the storage area. Containers shall have lids.
- All roofs, gutters, and downspouts made of unprotected metals shall discharge to landscaped areas designed to infiltrate and detain stormwater runoff.

Table 14. Source Control Table

Potential source of runoff pollutants	Permanent source control BMPs	Operational source control BMPs
On-site Storm Drain Inlets	Mark all inlets with the words "No Dumping! Flows to Creek" or similar.	- Maintain and periodically replace inlet markings. - Provide stormwater pollution prevention information to new site owners, lessees, or operators. - See applicable operational BMPs in Fact Sheet SC-44, "Drainage System Maintenance"
Landscaping/Pesticide Use/Ground Maintenance	State that final landscaping will accomplish all the following: - Preserve existing native trees, shrubs, and ground cover to maximum extent possible	- Maintain landscaping using minimum or no pesticides - See applicable operational BMPs in Fact Sheet SC-41, "building and Grounds Maintenance," in the CASQA Stormwater Quality

	- Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. - Where landscaped areas are used to retain or detain stormwater, specify plats that are tolerant of saturated soil conditions. - Consider using pest-resistant plants, especially adjacent to hardscape. To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.	Handbooks - Provide IPM information to new owners, lessees, and operators
Parking Areas		- Sweep parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

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

All Source Control BMPs listed in the previous section will be implemented with corresponding and appropriate features, materials, and methods of construction.

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

The applicant accepts responsibility for interim operation and maintenance of stormwater treatment and flow-control facilities until such time as this responsibility is formally transferred to a subsequent owner. The owner then accepts full responsibility for the proper operation and maintenance of all stormwater facilities.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

Any maintenance of all bio-retention facilities will be financed and implemented by the owner of the CIA Vineyard Lodge project. All facilities shall be inspected annually and documented. Any necessary repairs to facilities shall also be documented. Updated information, including contact information, must be provided to the municipality if property is sold and whenever designated individuals or contractors change.

VII. CONSTRUCTION CHECKLIST

Table 15. Construction Checklist

Stormwater Control Plan Page #	Source Control or Treatment Control Measure	See Plan Sheet #s
6	LIDF 1	H1
7	LIDF 2, 3, 4	H1
8	LIDF 5, 6, 7	H1
9	LIDF 8, 9	H1

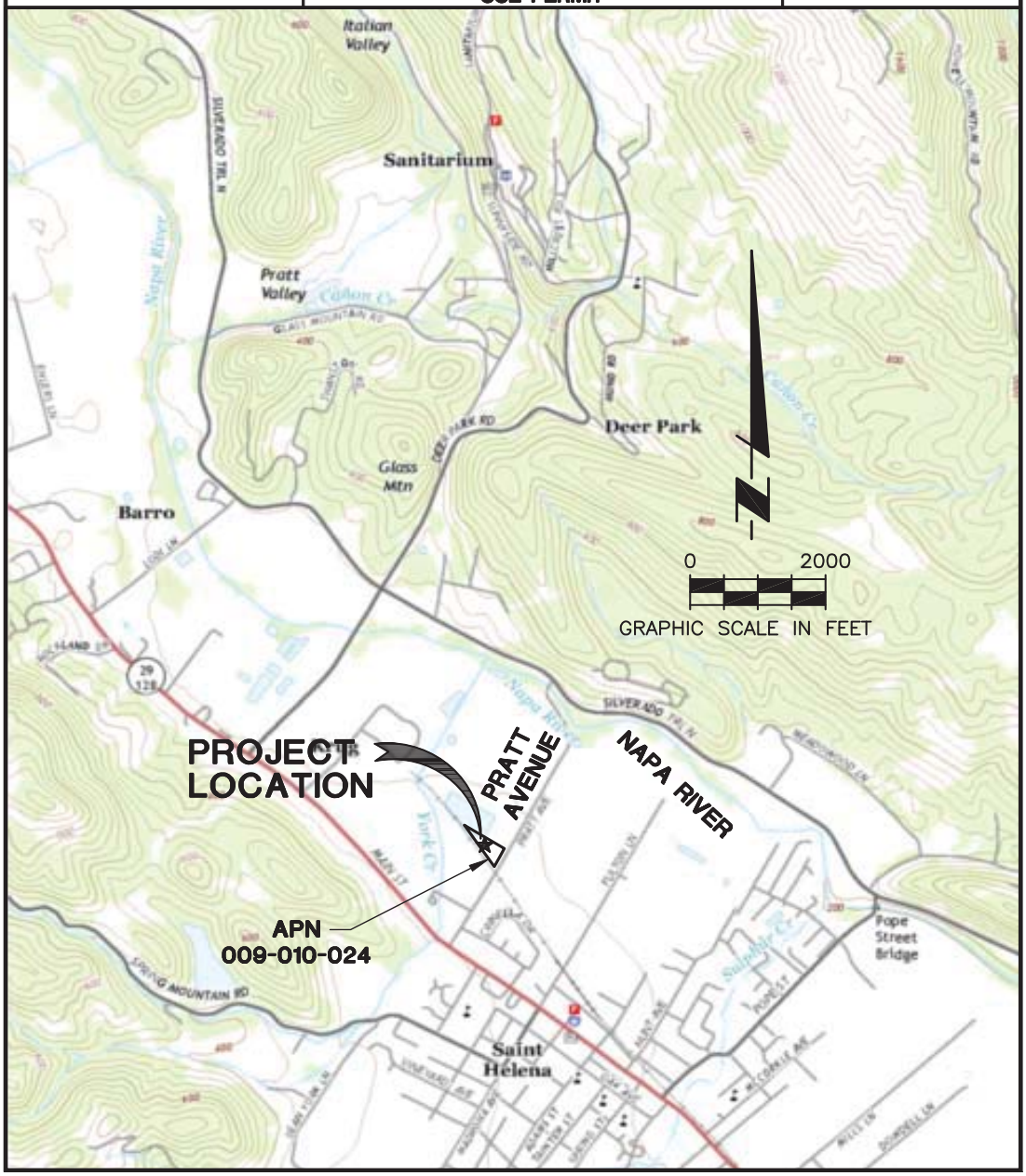
VIII. CERTIFICATIONS

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the current edition of the BASMAA *Post-Construction Manual*.

SUMMIT

CIA VINEYARD LODGE
830 PRATT AVENUE
ST. HELENA, CA
APN 009-010-024
USE PERMIT

PROJECT NO. 2016040
DATE 2016-06-21
SHT NO 1 OF 1
BY MS CHK JLG



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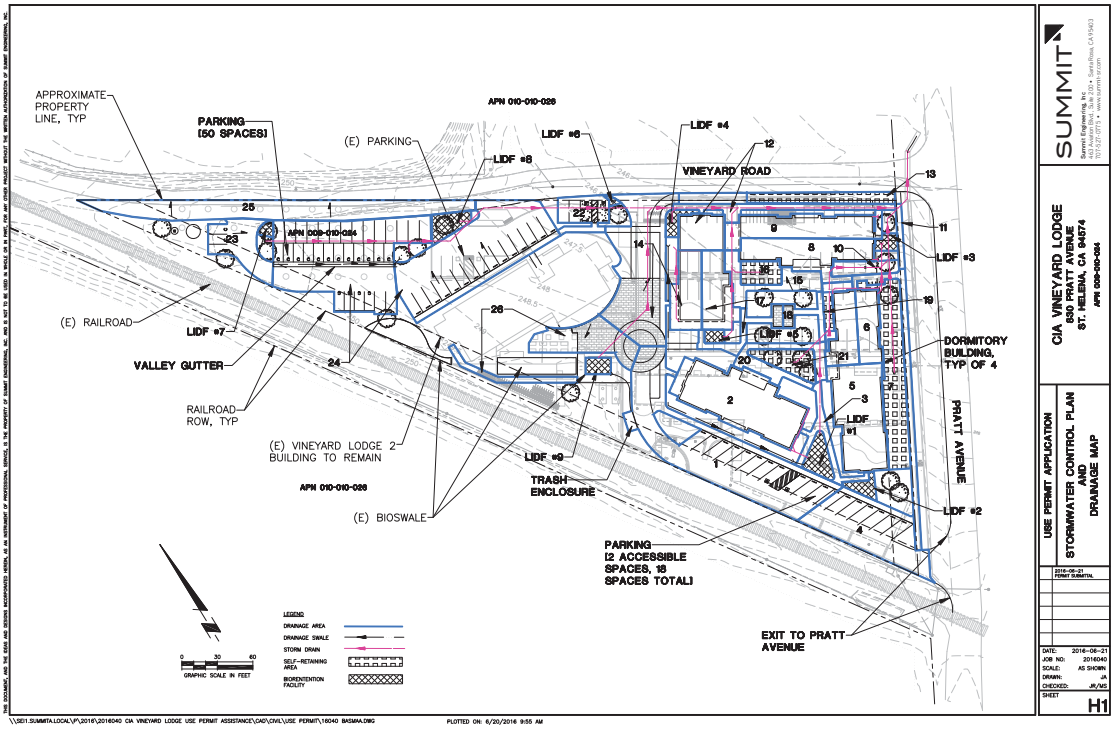
Summit Engineering, Inc
463 Aviation Blvd., Suite 200 • Santa Rosa, CA 95403 • 707-527-0775 • www.summit-sr.com


APPROXIMATE PROPERTY LINE, TYP
PARKING (50 SPACES)
(E) PARKING
APN 010-010-026
LIDF #6
LIDF #4
LIDF #8
VINEYARD ROAD
APN 009-010-024
(E) RAILROAD
LIDF #7
VALLEY GUTTER
RAILROAD ROW, TYP
(E) VINEYARD LODGE 2 BUILDING TO REMAIN
APN 010-010-028
(E) BIOSWALE
LIDF #9
TRASH ENCLOSURE
LIDF #5
LIDF #3
DORMITORY BUILDING, TYP OF 4
PRATT AVENUE
LIDF #1
LIDF #2
PARKING 12 ACCESSIBLE SPACES, 18 SPACES TOTAL
EXIT TO PRATT AVENUE
LEGEND
DRAINAGE AREA
DRAINAGE SWALE
STORM DRAIN
SELF-RETAINING AREA
BIORETENTION FACILITY
GRAPHIC SCALE IN FEET
SUMMIT
CIA VINEYARD LODGE
850 PRATT AVENUE
ST. HELENA, CA 94574
APN 010-010-026
USE PERMIT APPLICATION
STORMWATER CONTROL PLAN AND DRAINAGE MAP
2016-06-21 PERMIT SUBMITTAL
DATE: 2016-06-21
JOB NO: 2016040
SCALE: AS SHOWN
DRAWN: JA
CHECKED: JR/MS
SHEET
H1
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Culinary Institute of America 830 Pratt Avenue

GHG Emissions Analysis

Executive Summary

This report evaluates greenhouse gas (GHG) emissions that would be generated by the construction and operation of three proposed dormitory structures around a central courtyard serving the Culinary Institute of America campus located east of State Highway 29 in Napa County at 830 Pratt Avenue. This project is located in the Bay Area Air Quality Management District (BAAQMD) and the project would be subject to the BAAQMD rules and regulations. This evaluation uses the approach and methodology established by the BAAQMD for assessing GHG emissions.

The projected emissions for this project have been established using the current CalEEmod program developed for this purpose by the California Air Resources Board. Table 1 provides the greenhouse gas emissions of the project during construction and operation. The total project construction emissions for all phases, including demolition of the existing lodge are estimated to be a total of 389 metric tons CO2e (MTCO2e). The total annual emissions after project completion is estimated to be a net value of 174 MTCO2e including the exclusion of operations emissions associated with the existing lodge to be removed. The emissions by year are provided below. The annual emissions from both construction and operations are below the threshold of significance for all years.

Culinary Institute of America - 830 Pratt					
Emissions by Phase	GHG Emissions (MTCO2e)		GHG Emissions by Year (MTCO2e)		
	Construction	Operation	2017	2018	2019
Existing Lodge emissions (to be removed)	NA	139.5105	-139.5105	-139.5105	-139.5105
Demolition of Existing	23.4431	NA	23.4431	0	0
Phase 1: 3 Story Dorm	227.908	130.1657	227.908	130.1657	130.1657
Phase 2: 2 Story Dorm	68.8951	97.5655	0	68.8951	97.5655
Phase 2: 3 Story Dorm	68.4987	85.714	0	68.4987	85.714
Total Annual Emissions			111.8406	128.049	173.9347
Below Threshold of Significance			Yes	Yes	Yes

Table 1: Unmitigated GHG Emissions Summary

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The Bay Area Air Quality Management District (BAAQMD) has recommended value of 1,100 annual metric tons CO2e as the threshold of significance for greenhouse gas emissions. This threshold is limited to operational GHG emissions. The BAAQMD recommends using this threshold or compliance with a qualified Climate Action Plan (CAP) for evaluation of projects. If the project is part of a qualified CAP, or emissions are less than the threshold of significance (1,100 metric tons CO2e/yr.) it can be considered to have a less than significant GHG impact.

The annual emissions of the Culinary Institute of America project, estimated to be a maximum of 174 MTCO2e in 2019, well below the 1,100 MTCO2e threshold of significance.

Introduction

This report evaluates the greenhouse gas (GHG) emissions that would be generated by the construction and operation of a proposed 40,642 sf new construction, a net increase of 26,780 sf with the removal of the existing lodge (15,682 sf). The project will be constructed in two phases with all construction projected to be completed by January 1, 2019. This project would be located east of State Highway 29 at 830 Pratt Avenue on a developed site. The estimate includes transportation emissions by users and staff in addition to emissions associated with construction and building operation. This GHG evaluation uses the approach and methodology established by the Bay Area Air Quality Management District (BAAQMD) for assessing GHG emissions.

Project Description

The Culinary Institute of America project at 830 Pratt Avenue is a Vineyard Lodge located on a 2.52 acre developed site. The projected start of construction is June 2016 with an operation date of June 2017. The first full year of operation is 2018.

Figure 1 provides the project regional location. Figure 2 provides a closer view of the project site at 830 Pratt Avenue, east of Highway 29

Project Construction

This project is projected to be completed in two phases, one completed in 2017 and the second in 2018. The construction work schedule is 5 days per week.

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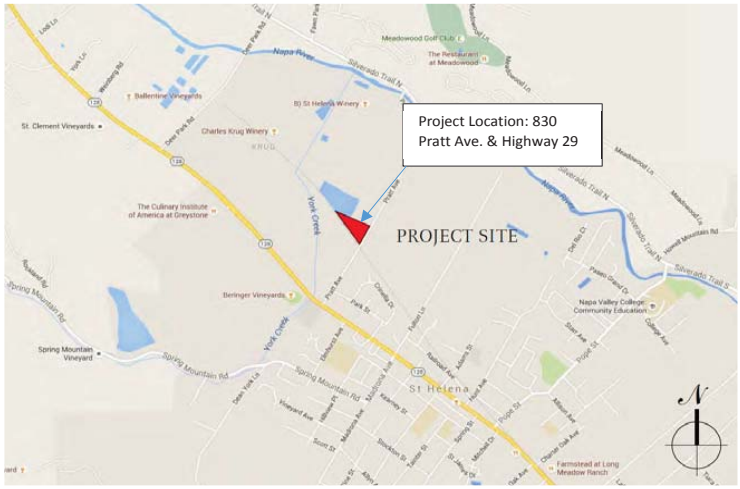

Figure 1: Project Location



Figure 2: Project Location Detail

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Greenhouse Gas Impact Discussion:

This report estimates the GHG emissions of the proposed project using the California Emission Estimator Model (CALEEMod). The model report summarizes the greenhouse gases that would be generated during construction and annual operation of the project and compares the results to the threshold of significance established by BAAQMD.

Greenhouse Gas Threshold of Significance

Greenhouse gases (GHGs) are generated both from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO2), nitrous oxide (N2O), methane (CH4), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons. While GHGs are emitted locally they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHG's at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

The BAAQMD adopted revised CEQA Guidelines, which included thresholds of significance for greenhouse gas emissions. The Guidelines were subsequently updated in May 2011. Based on the BAAQMD Guidelines, a project is considered to have a less-than-significant impact due to GHG emissions if it:

1. Complies with an adopted Qualified GHG Reduction Strategy;
2. Emits less than 1,100 metric tons (MT) CO2e per year; or
3. Emits less than 4.6 MT CO2e per service population per year (residents and employees).

This report estimates the project GHG emissions and compares the result to the BAAQMD threshold of significance for GHG annual emissions.

Greenhouse Gas Impact Discussion:
The proposed project will result in the generation and emission of GHGs during construction and operation. Construction will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling including emissions associated with the demolition of the existing Vineyard Lodge 1. Construction GHG emissions are short term and will cease once construction

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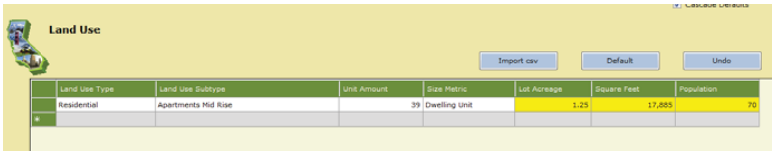
is complete. Although the BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction.

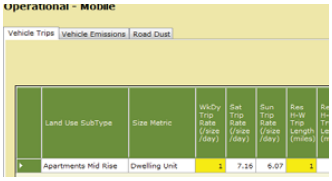
Operation of the proposed project will result in GHG emissions from onsite lighting, heating, refrigeration and cooling of the proposed building and product, as well as the treatment and transport of water and wastewater. Additionally, GHGs from operation will result from vehicle trips associated with staff and residents transportation to and from the site. Operational GHG emissions are ongoing for the life of the project.

CalEEMod modeling
There were two model adjustments impacting the results, each noted in the reports attached.

1) Land Use CalEEMod input
    a. The project units are entered based on the number of rooms
    b. The project areas were entered based on values in the plans
    c. The project acreage was determined from the site plan.



2) Operational = Mobile CalEEMod input
    a. WkDy Trip Rate (/size/day) input changed to 1 to reflect net reduction of trips upon project completion and internal shuttle per the traffic study referenced below[1].
    b. Res H-W Trip Length input changed to 1 to reflect reduced trips with completion of the project per the traffic study referenced below.



3) Energy: The CalEEmod assumes compliance with 2013 CBC Title 24. This has been confirmed by the design team.

[1] Traffic Impact Report Culinary Institute of America Vineyard Lodge Master Plan, September 2016, Crane Transportation Group

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Summary of Findings

GHG Emissions during Construction

The BAAQMD has not adopted GHG thresholds of significance for construction. The project's cumulative and annual construction emissions would both be less than the BAAQMD operational significance threshold of 1,100 metric tons per year. Therefore the proposed project GHG related construction emissions are less than significant.

The table below provides the emissions estimate for construction of the Culinary Institute of America project including the demolition of Vineyard Lodge 1.

Construction Emissions (CalEEMod)	
Year 2017	251.35
Year 2018	137.39

Table 2: Construction GHG Emissions (by year)

GHG Annual Operational Emissions

The project unmitigated annual operational emissions are provided in the table below.

Culinary Institute of America Vineyard Lodge						
Operations Unmitigate Annual GHG Emissions MTCO2e (CalEEMod)						
Emissions Category	Existing Vineyard Lodge 1 (to be removed)	Phase 1: Building A (operation 2018)	Phase 2: Building B (operation 2019)	Phase 2: Building C (operation 2019)	Annual Total	Below Threshold
Area	3.17	3.02	2.16	2.01		
Energy	67.81	57.18	46.31	38.12		
Mobile	50.69	53.00	36.91	34.27		
Waste	8.58	8.16	5.86	5.44		
Water	9.26	8.80	6.32	5.87		
Operations Total 2018	-139.51	130.17	0.00	0.00	-9.34	yes
Operations Total 2019	-139.51	130.17	97.57	85.71	173.93	yes
Construction Emissions (CalEEMod)						
Construction Year 2017	23.44	227.91	0.00	0.00	251.35	yes
Construction Year 2018	0.00	0.00	68.90	68.50	137.39	yes

Table 3: Operations Unmitigated Emissions[2]

This project will employ measures that will reduce operational emissions below code requirements. These features are identified in the project descriptions, plans and traffic study

- Transfer of function to the Napa Facility: "The 15-trip decrease in Master Plan-related trips during summer/fall Thursday AM peak traffic conditions on SR 29-128 would be primarily related to the reduction in Administrative staff and the SIG program at Greystone. The 21-trip

[2] BAAQMD has not established thresholds for construction period emissions

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decrease in Master Plan-related trips during summer/fall Thursday PM peak traffic conditions on SR 29-128 would be primarily related to the relocation of the restaurant and staff, as well as Administrative staff and the SIG program."[3]

- Student shuttle: The housing is occupied exclusively by students. Resident students are not allowed to park at Greystone; they must utilize the existing CIA shuttle service, bike or walk to and from the Lodge and the Greystone facility.

Other emissions reduction initiatives include:

- Increased Density
- Limit Parking Supply
- Increase Transit Frequency
- Implement Trip Reduction Program

The CalEEMod version 2013.2.2 emissions model was used to estimate CO2e emissions from construction and annual operation. The GHG construction emission estimates assumed construction would begin in 2016 and completed by 2017. The estimate is based on the first full year of operation of 2018. In summary, this construction and operation emissions for this project do not exceed the threshold of significance recommended by the Bay Area Air Quality Management District (BAAQMD).

The results are provided in the attachment on the following pages.

Appendix: CalEEMod model results

1) Existing Lodge emissions and demolition
2) 830 Pratt Avenue Phase 1 Building A
3) 830 Pratt Avenue Phase 2 Mid-rise Building C
4) 830 Pratt Avenue Phase 2 low-rise Building B
5) Greenhouse Gas Emissions Summary Form

[3] Traffic Impact Report Culinary Institute of America Vineyard Lodge Master Plan, September 2016, Crane Transportation Group

Culinary Institute of America 830 Pratt St Helena Existing Lodge

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	41.00	Dwelling Unit	1.25	15,682.00	41

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The number of units based on number of beds in existing Lodge to be removed. The estimated lot acreage and building area from project description and plans.

Construction Phase -

Vehicle Trips - traffic study description of CIA internal transportation plan indicates 100% of transportation to class by bus, individual car to class is prohibited.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	41,000.00	15,682.00
tblLandUse	LotAcreage	2.56	1.25
tblLandUse	Population	117.00	41.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	WD_TR	6.59	1.00

2.0 Emissions Summary

Agenda Item #5.2.

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													23.3232	5.7100e-003	0.0000	23.4431
Total													**23.3232**	**5.7100e-003**	**0.0000**	**23.4431**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													23.3232	5.7100e-003	0.0000	23.4431
Total													**23.3232**	**5.7100e-003**	**0.0000**	**23.4431**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													3.0387	5.4100e-003	6.0000e-005	3.1697
Energy													67.5021	2.4400e-003	8.4000e-004	67.8147
Mobile													50.6476	2.0900e-003	0.0000	50.6914
Waste													3.8284	0.2263	0.0000	8.5797
Water													6.7672	0.0873	2.1100e-003	9.2551
Total													**131.7840**	**0.3235**	**3.0100e-003**	**139.5105**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													3.0387	5.4100e-003	6.0000e-005	3.1697
Energy													67.5021	2.4400e-003	8.4000e-004	67.8147
Mobile													50.6476	2.0900e-003	0.0000	50.6914
Waste													3.8284	0.2263	0.0000	8.5797
Water													6.7672	0.0873	2.1100e-003	9.2537
Total													**131.7840**	**0.3235**	**3.0100e-003**	**139.5092**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													22.2938	5.6600e-003	0.0000	22.4126
Total													**22.2938**	**5.6600e-003**	**0.0000**	**22.4126**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													1.0294	5.0000e-005	0.0000	1.0305
Total													**1.0294**	**5.0000e-005**	**0.0000**	**1.0305**

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3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													22.2938	5.6600e-003	0.0000	22.4125
Total													**22.2938**	**5.6600e-003**	**0.0000**	**22.4125**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													1.0294	5.0000e-005	0.0000	1.0305
Total													**1.0294**	**5.0000e-005**	**0.0000**	**1.0305**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													50.6476	2.0900e-003	0.0000	50.6914
Unmitigated													50.6476	2.0900e-003	0.0000	50.6914

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	41.00	293.56	248.87	126,726	126,726
Total	41.00	293.56	248.87	126,726	126,726

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	0.00	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546556	0.063101	0.174427	0.122200	0.033877	0.004835	0.015546	0.025040	0.002093	0.003260	0.006731	0.000667	0.001666

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													43.9131	1.9900e-003	4.1000e-004	44.0822
Electricity Unmitigated													43.9131	1.9900e-003	4.1000e-004	44.0822
NaturalGas Mitigated													23.5890	4.5000e-004	4.3000e-004	23.7325
NaturalGas Unmitigated													23.5890	4.5000e-004	4.3000e-004	23.7325

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	442040													23.5890	4.5000e-004	4.3000e-004	23.7325
Total														**23.5890**	**4.5000e-004**	**4.3000e-004**	**23.7325**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	442040													23.5890	4.5000e-004	4.3000e-004	23.7325
Total														**23.5890**	**4.5000e-004**	**4.3000e-004**	**23.7325**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	150950	43.9131	1.9900e-003	4.1000e-004	44.0822
Total		**43.9131**	**1.9900e-003**	**4.1000e-004**	**44.0822**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	150950	43.9131	1.9900e-003	4.1000e-004	44.0822
Total		**43.9131**	**1.9900e-003**	**4.1000e-004**	**44.0822**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													3.0387	5.4100e-003	6.0000e-005	3.1697
Unmitigated													3.0387	5.4100e-003	6.0000e-005	3.1697

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													2.5414	4.9200e-003	6.0000e-005	2.6621
Landscaping													0.4973	4.9000e-004	0.0000	0.5075
Total													**3.0387**	**5.4100e-003**	**6.0000e-005**	**3.1697**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													2.5414	4.9200e-003	6.0000e-005	2.6621
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Landscaping													0.4973	4.9000e-004	0.0000	0.5075
Total													**3.0387**	**5.4100e-003**	**6.0000e-005**	**3.1697**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.7672	0.0873	2.1100e-003	9.2537
Unmitigated	6.7672	0.0873	2.1100e-003	9.2551

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.67132 / 1.68409	6.7672	0.0873	2.1100e-003	9.2551
Total		**6.7672**	**0.0873**	**2.1100e-003**	**9.2551**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.67132 / 1.68409	6.7672	0.0873	2.1100e-003	9.2537
Total		**6.7672**	**0.0873**	**2.1100e-003**	**9.2537**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	3.8284	0.2263	0.0000	8.5797
Mitigated	3.8284	0.2263	0.0000	8.5797

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	18.86	3.8284	0.2263	0.0000	8.5797
Total		**3.8284**	**0.2263**	**0.0000**	**8.5797**

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	18.86	3.8284	0.2263	0.0000	8.5797
Total		**3.8284**	**0.2263**	**0.0000**	**8.5797**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Culinary Institute of America 830 Pratt St Helena Phase 1

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	39.00	Dwelling Unit	1.25	17,885.00	70

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The number of dwelling units based on 39 rooms totalling 67 beds. Lot acreage = 50% of total (2.5 acres)

Construction Phase -

Vehicle Trips - traffic study description of CIA internal transportation plan indicates 100% of transportation to class by bus, individual car to class is prohibited.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblLandUse	LandUseSquareFeet	39,000.00	17,885.00
tblLandUse	LotAcreage	1.03	1.25
tblLandUse	Population	112.00	70.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	HW_TL	12.40	1.00
tblVehicleTrips	WD_TR	6.59	1.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													226.9997	0.0433	0.0000	227.9080
Total													**226.9997**	**0.0433**	**0.0000**	**227.9080**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													226.9994	0.0433	0.0000	227.9077
Total													**226.9994**	**0.0433**	**0.0000**	**227.9077**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													2.8905	5.1500e-003	5.0000e-005	3.0151
Energy													56.9259	2.1300e-003	6.8000e-004	57.1828
Mobile													52.9556	2.2500e-003	0.0000	53.0029
Waste													3.6417	0.2152	0.0000	8.1612
Water													6.4371	0.0831	2.0100e-003	8.8036
Total													**122.8507**	**0.3078**	**2.7400e-003**	**130.1657**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													2.8905	5.1500e-003	5.0000e-005	3.0151
Energy													56.9259	2.1300e-003	6.8000e-004	57.1828
Mobile													52.9556	2.2500e-003	0.0000	53.0029
Waste													3.6417	0.2152	0.0000	8.1612
Water													6.4371	0.0830	2.0000e-003	8.8023
Total													**122.8507**	**0.3078**	**2.7300e-003**	**130.1644**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.36**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	1/3/2017	5	2	
2	Grading	Grading	1/4/2017	1/9/2017	5	4	
3	Building Construction	Building Construction	1/10/2017	10/16/2017	5	200	
4	Paving	Paving	10/17/2017	10/30/2017	5	10	
5	Architectural Coating	Architectural Coating	10/31/2017	11/13/2017	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 36,217; Residential Outdoor: 12,072; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	28.00	4.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													1.5895	4.9000e-004	0.0000	1.5997
Total													**1.5895**	**4.9000e-004**	**0.0000**	**1.5997**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0634	0.0000	0.0000	0.0634
Total													**0.0634**	**0.0000**	**0.0000**	**0.0634**

3.2 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													1.5895	4.9000e-004	0.0000	1.5997
Total													**1.5895**	**4.9000e-004**	**0.0000**	**1.5997**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0634	0.0000	0.0000	0.0634
Total													**0.0634**	**0.0000**	**0.0000**	**0.0634**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													2.6112	8.0000e-004	0.0000	2.6280
Total													**2.6112**	**8.0000e-004**	**0.0000**	**2.6280**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.1267	1.0000e-005	0.0000	0.1268
Total													**0.1267**	**1.0000e-005**	**0.0000**	**0.1268**

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													2.6112	8.0000e-004	0.0000	2.6280
Total													**2.6112**	**8.0000e-004**	**0.0000**	**2.6280**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.1267	1.0000e-005	0.0000	0.1268
Total													**0.1267**	**1.0000e-005**	**0.0000**	**0.1268**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													184.5473	0.0387	0.0000	185.3605
Total													**184.5473**	**0.0387**	**0.0000**	**185.3605**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													7.7482	6.0000e-005	0.0000	7.7495
Worker													22.1717	1.1600e-003	0.0000	22.1960
Total													**29.9198**	**1.2200e-003**	**0.0000**	**29.9455**

Agenda Item #5.2.

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													184.5471	0.0387	0.0000	185.3603
Total													**184.5471**	**0.0387**	**0.0000**	**185.3603**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													7.7482	6.0000e-005	0.0000	7.7495
Worker													22.1717	1.1600e-003	0.0000	22.1960
Total													**29.9198**	**1.2200e-003**	**0.0000**	**29.9455**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													6.1129	1.8400e-003	0.0000	6.1515
Paving													0.0000	0.0000	0.0000	0.0000
Total													**6.1129**	**1.8400e-003**	**0.0000**	**6.1515**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.5147	3.0000e-005	0.0000	0.5153
Total													**0.5147**	**3.0000e-005**	**0.0000**	**0.5153**

3.5 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													6.1129	1.8400e-003	0.0000	6.1515
Paving													0.0000	0.0000	0.0000	0.0000
Total													**6.1129**	**1.8400e-003**	**0.0000**	**6.1515**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.5147	3.0000e-005	0.0000	0.5153
Total													**0.5147**	**3.0000e-005**	**0.0000**	**0.5153**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating													0.0000	0.0000	0.0000	0.0000
Off-Road													1.2766	1.3000e-004	0.0000	1.2795
Total													**1.2766**	**1.3000e-004**	**0.0000**	**1.2795**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.2376	1.0000e-005	0.0000	0.2378
Total													**0.2376**	**1.0000e-005**	**0.0000**	**0.2378**

3.6 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating													0.0000	0.0000	0.0000	0.0000
Off-Road													1.2766	1.3000e-004	0.0000	1.2795
Total													**1.2766**	**1.3000e-004**	**0.0000**	**1.2795**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.2376	1.0000e-005	0.0000	0.2378
Total													**0.2376**	**1.0000e-005**	**0.0000**	**0.2378**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													52.9556	2.2500e-003	0.0000	53.0029
Unmitigated													52.9556	2.2500e-003	0.0000	53.0029

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	39.00	279.24	236.73	129,108	129,108
Total	39.00	279.24	236.73	129,108	129,108

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	1.00	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546229	0.063048	0.174586	0.122573	0.033968	0.004845	0.015596	0.024745	0.002089	0.003270	0.006707	0.000678	0.001667

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													40.0108	1.8100e-003	3.7000e-004	40.1648
Electricity Unmitigated													40.0108	1.8100e-003	3.7000e-004	40.1648
NaturalGas Mitigated													16.9151	3.2000e-004	3.1000e-004	17.0181
NaturalGas Unmitigated													16.9151	3.2000e-004	3.1000e-004	17.0181

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	316977													16.9151	3.2000e-004	3.1000e-004	17.0181
Total														**16.9151**	**3.2000e-004**	**3.1000e-004**	**17.0181**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	316977													16.9151	3.2000e-004	3.1000e-004	17.0181
Total														**16.9151**	**3.2000e-004**	**3.1000e-004**	**17.0181**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	137536	40.0108	1.8100e-003	3.7000e-004	40.1648
Total		**40.0108**	**1.8100e-003**	**3.7000e-004**	**40.1648**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	137536	40.0108	1.8100e-003	3.7000e-004	40.1648
Total		**40.0108**	**1.8100e-003**	**3.7000e-004**	**40.1648**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													2.8905	5.1500e-003	5.0000e-005	3.0151
Unmitigated													2.8905	5.1500e-003	5.0000e-005	3.0151

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													2.4175	4.6800e-003	5.0000e-005	2.5323
Landscaping													0.4730	4.7000e-004	0.0000	0.4829
Total													**2.8905**	**5.1500e-003**	**5.0000e-005**	**3.0152**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													2.4175	4.6800e-003	5.0000e-005	2.5323
Landscaping													0.4730	4.7000e-004	0.0000	0.4829
Total													**2.8905**	**5.1500e-003**	**5.0000e-005**	**3.0152**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.4371	0.0830	2.0000e-003	8.8023
Unmitigated	6.4371	0.0831	2.0100e-003	8.8036

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.54101 / 1.60194	6.4371	0.0831	2.0100e-003	8.8036
Total		**6.4371**	**0.0831**	**2.0100e-003**	**8.8036**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.54101 / 1.60194	6.4371	0.0830	2.0000e-003	8.8023
Total		**6.4371**	**0.0830**	**2.0000e-003**	**8.8023**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.6417	0.2152	0.0000	8.1612
Unmitigated	3.6417	0.2152	0.0000	8.1612

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	17.94	3.6417	0.2152	0.0000	8.1612
Total		**3.6417**	**0.2152**	**0.0000**	**8.1612**

Agenda Item #5.2.

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	17.94	3.6417	0.2152	0.0000	8.1612
Total		**3.6417**	**0.2152**	**0.0000**	**8.1612**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Agenda Item #5.2.

Culinary Institute of America 830 Pratt St Helena Phase 2 Midrise

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	28.00	Dwelling Unit	0.63	11,380.00	52

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The number of dwelling units based on 28 rooms totalling 52 beds. Lot acreage = 25% of total (2.5 acres)=.625 acres

Construction Phase -

Vehicle Trips - traffic study description of CIA internal transportation plan indicates 100% of transportation to class by bus, individual car to class is prohibited.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblLandUse	LandUseSquareFeet	28,000.00	11,380.00
tblLandUse	LotAcreage	1.75	0.63
tblLandUse	Population	80.00	52.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													68.5241	0.0177	0.0000	68.8951
Total													**68.5241**	**0.0177**	**0.0000**	**68.8951**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													68.5240	0.0177	0.0000	68.8950
Total													**68.5240**	**0.0177**	**0.0000**	**68.8950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													2.0752	3.6900e-003	4.0000e-005	2.1647
Energy													46.0990	1.6600e-003	5.8000e-004	46.3125
Mobile													159.5014	6.1100e-003	0.0000	159.6297
Waste													2.6145	0.1545	0.0000	5.8593
Water													4.6215	0.0596	1.4400e-003	6.3205
Total													**214.9116**	**0.2256**	**2.0600e-003**	**220.2867**

Agenda Item #5.2.

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													2.0752	3.6900e-003	4.0000e-005	2.1647
Energy													46.0990	1.6600e-003	5.8000e-004	46.3125
Mobile													159.5014	6.1100e-003	0.0000	159.6297
Waste													2.6145	0.1545	0.0000	5.8593
Water													4.6215	0.0596	1.4400e-003	6.3196
Total													**214.9116**	**0.2256**	**2.0600e-003**	**220.2857**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	1/2/2017	5	1	
2	Grading	Grading	1/3/2017	1/4/2017	5	2	
3	Building Construction	Building Construction	1/5/2017	5/24/2017	5	100	
4	Paving	Paving	5/25/2017	5/31/2017	5	5	
5	Architectural Coating	Architectural Coating	6/1/2017	6/7/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 23,045; Residential Outdoor: 7,682; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	20.00	3.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													0.4336	1.3000e-004	0.0000	0.4364
Total													**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0198	0.0000	0.0000	0.0198
Total													**0.0198**	**0.0000**	**0.0000**	**0.0198**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													0.4336	1.3000e-004	0.0000	0.4364
Total													**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0198	0.0000	0.0000	0.0198
Total													**0.0198**	**0.0000**	**0.0000**	**0.0198**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													1.0739	2.1000e-004	0.0000	1.0784
Total													**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													1.0739	2.1000e-004	0.0000	1.0784
Total													**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													52.5954	0.0161	0.0000	52.9339
Total													**52.5954**	**0.0161**	**0.0000**	**52.9339**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.9056	2.0000e-005	0.0000	2.9061
Worker													7.9185	4.1000e-004	0.0000	7.9272
Total													**10.8240**	**4.3000e-004**	**0.0000**	**10.8332**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													52.5954	0.0161	0.0000	52.9338
Total													**52.5954**	**0.0161**	**0.0000**	**52.9338**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.9056	2.0000e-005	0.0000	2.9061
Worker													7.9185	4.1000e-004	0.0000	7.9272
Total													**10.8240**	**4.3000e-004**	**0.0000**	**10.8332**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													2.4243	6.7000e-004	0.0000	2.4384
Paving													0.0000	0.0000	0.0000	0.0000
Total													**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3563	2.0000e-005	0.0000	0.3567
Total													**0.3563**	**2.0000e-005**	**0.0000**	**0.3567**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													2.4243	6.7000e-004	0.0000	2.4384
Paving													0.0000	0.0000	0.0000	0.0000
Total													**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3563	2.0000e-005	0.0000	0.3567
Total													**0.3563**	**2.0000e-005**	**0.0000**	**0.3567**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating													0.0000	0.0000	0.0000	0.0000
Off-Road													0.6383	7.0000e-005	0.0000	0.6397
Total													**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating													0.0000	0.0000	0.0000	0.0000
Off-Road													0.6383	7.0000e-005	0.0000	0.6397
Total													**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													159.5014	6.1100e-003	0.0000	159.6297
Unmitigated													159.5014	6.1100e-003	0.0000	159.6297

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	184.52	200.48	169.96	412,363	412,363
Total	184.52	200.48	169.96	412,363	412,363

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546556	0.063101	0.174427	0.122200	0.033877	0.004835	0.015546	0.025040	0.002093	0.003260	0.006731	0.000667	0.001666

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													29.9895	1.3600e-003	2.8000e-004	30.1049
Electricity Unmitigated													29.9895	1.3600e-003	2.8000e-004	30.1049
NaturalGas Mitigated													16.1095	3.1000e-004	3.0000e-004	16.2076
NaturalGas Unmitigated													16.1095	3.1000e-004	3.0000e-004	16.2076

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	301881													16.1095	3.1000e-004	3.0000e-004	16.2076
Total														**16.1095**	**3.1000e-004**	**3.0000e-004**	**16.2076**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	301881													16.1095	3.1000e-004	3.0000e-004	16.2076
Total														**16.1095**	**3.1000e-004**	**3.0000e-004**	**16.2076**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	103088	29.9895	1.3600e-003	2.8000e-004	30.1049
Total		**29.9895**	**1.3600e-003**	**2.8000e-004**	**30.1049**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	103088	29.9895	1.3600e-003	2.8000e-004	30.1049
Total		**29.9895**	**1.3600e-003**	**2.8000e-004**	**30.1049**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													2.0752	3.6900e-003	4.0000e-005	2.1647
Unmitigated													2.0752	3.6900e-003	4.0000e-005	2.1647

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													1.7356	3.3600e-003	4.0000e-005	1.8180
Landscaping													0.3396	3.3000e-004	0.0000	0.3466
Total													**2.0752**	**3.6900e-003**	**4.0000e-005**	**2.1647**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													1.7356	3.3600e-003	4.0000e-005	1.8180
Landscaping													0.3396	3.3000e-004	0.0000	0.3466
Total													**2.0752**	**3.6900e-003**	**4.0000e-005**	**2.1647**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.6215	0.0596	1.4400e-003	6.3196
Unmitigated	4.6215	0.0596	1.4400e-003	6.3205

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.82431 / 1.15011	4.6215	0.0596	1.4400e-003	6.3205
Total		**4.6215**	**0.0596**	**1.4400e-003**	**6.3205**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.82431 / 1.15011	4.6215	0.0596	1.4400e-003	6.3196
Total		**4.6215**	**0.0596**	**1.4400e-003**	**6.3196**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.6145	0.1545	0.0000	5.8593
Unmitigated	2.6145	0.1545	0.0000	5.8593

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	12.88	2.6145	0.1545	0.0000	5.8593
Total		**2.6145**	**0.1545**	**0.0000**	**5.8593**

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	12.88	2.6145	0.1545	0.0000	5.8593
Total		**2.6145**	**0.1545**	**0.0000**	**5.8593**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Culinary Institute of America 830 Pratt St Helena Phase 2 Low-rise

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	28.00	Dwelling Unit	0.63	11,380.00	52

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The number of dwelling units based on 28 rooms totalling 52 beds. Lot acreage = 25% of total (2.5 acres)=.625 acres

Construction Phase -

Vehicle Trips - traffic study description of CIA internal transportation plan indicates 100% of transportation to class by bus, individual car to class is prohibited.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblLandUse	LandUseSquareFeet	28,000.00	11,380.00
tblLandUse	LotAcreage	0.74	0.63
tblLandUse	Population	80.00	52.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													68.5241	0.0177	0.0000	68.8951
Total													**68.5241**	**0.0177**	**0.0000**	**68.8951**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													68.5240	0.0177	0.0000	68.8950
Total													**68.5240**	**0.0177**	**0.0000**	**68.8950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													2.0752	3.6900e-003	4.0000e-005	2.1647
Energy													40.8699	1.5300e-003	4.9000e-004	41.0543
Mobile													159.5014	6.1100e-003	0.0000	159.6297
Waste													2.6145	0.1545	0.0000	5.8593
Water													4.6215	0.0596	1.4400e-003	6.3205
Total													**209.6825**	**0.2255**	**1.9700e-003**	**215.0285**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													2.0752	3.6900e-003	4.0000e-005	2.1647
Energy													40.8699	1.5300e-003	4.9000e-004	41.0543
Mobile													159.5014	6.1100e-003	0.0000	159.6297
Waste													2.6145	0.1545	0.0000	5.8593
Water													4.6215	0.0596	1.4400e-003	6.3196
Total													**209.6825**	**0.2255**	**1.9700e-003**	**215.0276**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	1/2/2017	5	1	
2	Grading	Grading	1/3/2017	1/4/2017	5	2	
3	Building Construction	Building Construction	1/5/2017	5/24/2017	5	100	
4	Paving	Paving	5/25/2017	5/31/2017	5	5	
5	Architectural Coating	Architectural Coating	6/1/2017	6/7/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 23,045; Residential Outdoor: 7,682; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	20.00	3.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													0.4336	1.3000e-004	0.0000	0.4364
Total													**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0198	0.0000	0.0000	0.0198
Total													**0.0198**	**0.0000**	**0.0000**	**0.0198**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													0.4336	1.3000e-004	0.0000	0.4364
Total													**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

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3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0198	0.0000	0.0000	0.0198
Total													**0.0198**	**0.0000**	**0.0000**	**0.0198**

3.3 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													1.0739	2.1000e-004	0.0000	1.0784
Total													**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													1.0739	2.1000e-004	0.0000	1.0784
Total													**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.3 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													52.5954	0.0161	0.0000	52.9339
Total													**52.5954**	**0.0161**	**0.0000**	**52.9339**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.9056	2.0000e-005	0.0000	2.9061
Worker													7.9185	4.1000e-004	0.0000	7.9272
Total													**10.8240**	**4.3000e-004**	**0.0000**	**10.8332**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													52.5954	0.0161	0.0000	52.9338
Total													**52.5954**	**0.0161**	**0.0000**	**52.9338**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.9056	2.0000e-005	0.0000	2.9061
Worker													7.9185	4.1000e-004	0.0000	7.9272
Total													**10.8240**	**4.3000e-004**	**0.0000**	**10.8332**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													2.4243	6.7000e-004	0.0000	2.4384
Paving													0.0000	0.0000	0.0000	0.0000
Total													**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3563	2.0000e-005	0.0000	0.3567
Total													**0.3563**	**2.0000e-005**	**0.0000**	**0.3567**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													2.4243	6.7000e-004	0.0000	2.4384
Paving													0.0000	0.0000	0.0000	0.0000
Total													**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3563	2.0000e-005	0.0000	0.3567
Total													**0.3563**	**2.0000e-005**	**0.0000**	**0.3567**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating													0.0000	0.0000	0.0000	0.0000
Off-Road													0.6383	7.0000e-005	0.0000	0.6397
Total													**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating													0.0000	0.0000	0.0000	0.0000
Off-Road													0.6383	7.0000e-005	0.0000	0.6397
Total													**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.0792	0.0000	0.0000	0.0793
Total													**0.0792**	**0.0000**	**0.0000**	**0.0793**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													159.5014	6.1100e-003	0.0000	159.6297
Unmitigated													159.5014	6.1100e-003	0.0000	159.6297

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	184.52	200.48	169.96	412,363	412,363
Total	184.52	200.48	169.96	412,363	412,363

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546556	0.063101	0.174427	0.122200	0.033877	0.004835	0.015546	0.025040	0.002093	0.003260	0.006731	0.000667	0.001666

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													28.7257	1.3000e-003	2.7000e-004	28.8363
Electricity Unmitigated													28.7257	1.3000e-003	2.7000e-004	28.8363
NaturalGas Mitigated													12.1442	2.3000e-004	2.2000e-004	12.2181
NaturalGas Unmitigated													12.1442	2.3000e-004	2.2000e-004	12.2181

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	227573													12.1442	2.3000e-004	2.2000e-004	12.2181
Total														**12.1442**	**2.3000e-004**	**2.2000e-004**	**12.2181**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	227573													12.1442	2.3000e-004	2.2000e-004	12.2181
Total														**12.1442**	**2.3000e-004**	**2.2000e-004**	**12.2181**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	98743.7	28.7257	1.3000e-003	2.7000e-004	28.8363
Total		**28.7257**	**1.3000e-003**	**2.7000e-004**	**28.8363**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	98743.7	28.7257	1.3000e-003	2.7000e-004	28.8363
Total		**28.7257**	**1.3000e-003**	**2.7000e-004**	**28.8363**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													2.0752	3.6900e-003	4.0000e-005	2.1647
Unmitigated													2.0752	3.6900e-003	4.0000e-005	2.1647

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													1.7356	3.3600e-003	4.0000e-005	1.8180
Landscaping													0.3396	3.3000e-004	0.0000	0.3466
Total													**2.0752**	**3.6900e-003**	**4.0000e-005**	**2.1647**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Hearth													1.7356	3.3600e-003	4.0000e-005	1.8180
Landscaping													0.3396	3.3000e-004	0.0000	0.3466
Total													**2.0752**	**3.6900e-003**	**4.0000e-005**	**2.1647**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.6215	0.0596	1.4400e-003	6.3196
Unmitigated	4.6215	0.0596	1.4400e-003	6.3205

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	4.6215	0.0596	1.4400e-003	6.3205
Total		**4.6215**	**0.0596**	**1.4400e-003**	**6.3205**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	1.82431 / 1.15011	4.6215	0.0596	1.4400e-003	6.3196
Total		**4.6215**	**0.0596**	**1.4400e-003**	**6.3196**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.6145	0.1545	0.0000	5.8593
Unmitigated	2.6145	0.1545	0.0000	5.8593

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	5.8593
Total		**2.6145**	**0.1545**	**0.0000**	**5.8593**

Agenda Item #5.2.

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	12.88	2.6145	0.1545	0.0000	5.8593
Total		**2.6145**	**0.1545**	**0.0000**	**5.8593**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

VII. GREENHOUSE GAS EMISSIONS --

Would the project:

In the columns to the right place a check in the box that relates to each of the question	Potentially Significant Impact	Less Than Significant with Mitigations Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
Discussion, and any mitigations required to make any impacts less than significant				

This Environmental Checklist Form has been provided to assist in the analysis of the environmental issues associated with the project. The following standard rules, generated from the CEQA Guidelines, apply when completing and reviewing the Environmental Checklist Form:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).

5. Earlier analysis may be used where an effect has been adequately analyzed in an earlier EIR or Negative Declaration. In this case, a brief discussion should identify the following:
a. Earlier Analysis Used. Identify and state where they are available for review.
b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This checklist is only a suggested form, and lead agencies are free to use different formats. However, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to a level of less-than-significant.

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Culinary Institute of America Greystone Rehabilitation

GHG Emissions Analysis

Executive Summary

This report evaluates greenhouse gas (GHG) emissions that would be generated by the Culinary Institute of America Greystone educational facility located at 2555 Main Street, St Helena, CA. This project is located in the Bay Area Air Quality Management District (BAAQMD) and the project would be subject to the BAAQMD rules and regulations. This evaluation uses the approach and methodology established by the BAAQMD for assessing GHG emissions.

The projected emissions for this project have been established using the current CalEEmod program developed for this purpose by the California Air Resources Board. Table 1 provides the greenhouse gas emissions of the project during construction and operation. The total project construction emissions 193.35 metric tons CO2e (MTCO2e). The total annual emissions after project completion is estimated to be a net increase of 114.93 MTCO2e. The emissions by year are provided below. The annual emissions from both construction and operations are below the threshold of significance for all years.

Culinary Institute of America Greystone Rehabilitation				
Operations Unmitigate Annual GHG Emissions MTCO2e (CalEEMod)				
Emissions Category	No Project Analysis (200 Students) (A)	Project after Rehabilitation (320 Students) (B)	Net Emissions Increase (B-A)	Below Threshold of Significance
Area	0.00	0.00		
Energy	109.11	109.11		
Mobile	173.06	276.89		
Waste	16.60	26.57		
Water	1.89	3.03		
Total 2019	300.67	415.60	114.93	yes
Construction Emissions (CalEEMod)				
Construction Year 2017	NA	166.34	166.34	yes
Construction Year 2018	NA	27.01	27.01	yes

Table 1: Unmitigated GHG Emissions Summary

The Bay Area Air Quality Management District (BAAQMD) has recommended value of 1,100 annual metric tons CO2e as the threshold of significance for greenhouse gas emissions. This threshold is limited to operational GHG emissions. The BAAQMD recommends using this threshold or compliance with a qualified Climate Action Plan (CAP) for evaluation of projects. If the project is part of a qualified CAP, or

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emissions are less than the threshold of significance (1,100 metric tons CO2e/yr.) it can be considered to have a less than significant GHG impact.

The increase in annual emissions of the Culinary Institute of America Greystone facility due to the Rehabilitation project is estimated to be a 114.93 MTCO2e in 2019, the first full year of operation. This value is well below the 1,100 MTCO2e threshold of significance.

Introduction

This report evaluates the greenhouse gas (GHG) emissions that would be generated by the proposed 27,500 sqft rehabilitation of the Greystone facility. The interior renovation is anticipated to begin in January 2017 and continue for 14 months. The student capacity will increase from 200 students currently served to a maximum of 320 students. The analysis estimates the increase in operational emissions due to the expanded student capacity, and the emissions due to project construction. This GHG evaluation uses the approach and methodology established by the Bay Area Air Quality Management District (BAAQMD) for assessing GHG emissions.

Project Description

The Culinary Institute of America Greystone rehabilitation project is located at 2555 Main Street in St. Helena, CA. The rehabilitation will affect roughly 27,500 sqft within the existing building. The projected start of construction is January 2017 with completion roughly 14 months later in March 2018. The first full year of operation is 2019.

Figure 1 provides the project regional location. Figure 2 provides a closer view of the project site at 2555 Main Street in St. Helena, CA.

Project Construction

This project is projected to be completed in 14 months. The construction work schedule is 5 days per week.

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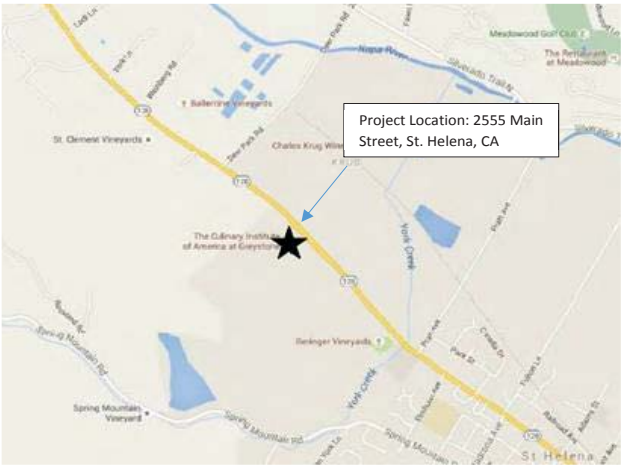

Figure 1: Project Location



Figure 2: Project Location Detail

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Greenhouse Gas Impact Discussion:

This report estimates the GHG emissions of the proposed project using the California Emission Estimator Model (CALEEMod). The model report summarizes the greenhouse gases that would be generated during construction and annual operation of the project and compares the results to the threshold of significance established by BAAQMD.

Greenhouse Gas Threshold of Significance

Greenhouse gases (GHGs) are generated both from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO2), nitrous oxide (N2O), methane (CH4), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons. While GHGs are emitted locally they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHG's at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

The BAAQMD adopted revised CEQA Guidelines, which included thresholds of significance for greenhouse gas emissions. The Guidelines were subsequently updated in May 2011. Based on the BAAQMD Guidelines, a project is considered to have a less-than-significant impact due to GHG emissions if it:

1. Complies with an adopted Qualified GHG Reduction Strategy;
2. Emits less than 1,100 metric tons (MT) CO2e per year; or
3. Emits less than 4.6 MT CO2e per service population per year (residents and employees).

This report estimates the project GHG emissions and compares the result to the BAAQMD threshold of significance for GHG annual emissions.

Greenhouse Gas Impact Discussion:
The proposed project will result in the generation and emission of GHGs during construction and operation. Construction will result in GHG emissions from worker trips, and material delivery and hauling including emissions associated with the rehabilitation demolition. Construction GHG emissions are short term and will cease once construction is complete. Although the BAAQMD has not established

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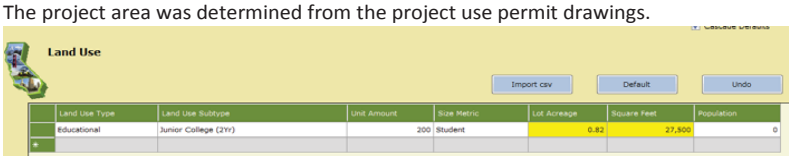
thresholds of significance for GHG emissions resulting from construction activities, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction.

Operation of the proposed project will result in GHG emissions from onsite lighting, heating, refrigeration and cooling of the proposed building and product, as well as the treatment and transport of water and wastewater. Additionally, GHGs from operation will result from vehicle trips associated with staff and residents transportation to and from the site. Operational GHG emissions are ongoing for the life of the project.

CalEEMod modeling

The results are based on the net increase of operations emissions calculated by modeling the existing 200 students and comparing the results to the emissions associated with the projected 320 student capacity after completion. The unit acre and project square feet were entered based on project area defined by use permit drawings[1]. The models and notations are provided in the attachments.

1) No Project Analysis (200 students) CalEEMod input
    a. The project units are entered based on the number of students
    b. The project acreage was determined based on building footprint
    c. The project area was determined from the project use permit drawings.



Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Square Feet	Population
Educational	Junior College (2Yr)	200	Student	0.82	27,500	0

2) Rehabilitation Project Analysis (320 students) CalEEMod input
    a. The project units are entered based on the number of students
    b. The project acreage was determined based on building footprint
    c. The project area was determined from the project use permit drawings.



Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Square Feet	Population
Educational	Junior College (2Yr)	320	Student	0.82	27,500	0

3) Energy: The CalEEmod assumes compliance with 2013 CBC Title 24. This has been confirmed by the design team.

[1] 4.0 Greystone Use Permit Drwngs 6-20-16

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Summary of Findings

GHG Emissions during Construction

The BAAQMD has not adopted GHG thresholds of significance for construction. The project's cumulative and annual construction emissions would both be less than the BAAQMD operational significance threshold of 1,100 metric tons per year. Therefore the proposed project GHG related construction emissions are less than significant.

The table below provides the emissions estimate for rehabilitation of the Culinary Institute of America Greystone facility.

Construction Emissions (CalEEMod)	
Year 2017	166.34
Year 2018	27.01

Table 2: Construction GHG Emissions (by year)

GHG Annual Operational Emissions

The project unmitigated annual operational emissions are provided in the table below.

Culinary Institute of America Greystone Rehabilitation				
Operations Unmitigate Annual GHG Emissions MTCO2e (CalEEMod)				
Emissions Category	No Project Analysis (200 Students) (A)	Project after Rehabilitation (320 Students) (B)	Net Emissions Increase (B-A)	Below Threshold of Significance
Area	0.00	0.00		
Energy	109.11	109.11		
Mobile	173.06	276.89		
Waste	16.60	26.57		
Water	1.89	3.03		
Total 2019	300.67	415.60	114.93	yes
Construction Emissions (CalEEMod)				
Construction Year 2017	NA	166.34	166.34	yes
Construction Year 2018	NA	27.01	27.01	yes

Table 3: Operations Unmitigated Emissions[2]

This project will employ measures that will mitigate operational emissions below calculated values. These features identified in the project descriptions, plans and traffic study project documents are not quantified in this report as the unmitigated results are significantly below the threshold of significance.

- Elimination of the Wine Spectator Greystone Restaurant (WSGR)
- Reduced Farm to Table restaurant operation

[2] BAAQMD has not established thresholds for construction period emissions

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- Elimination of existing three separate dish wash rooms
- Replacement with one dish room saving 1,200,000 gallons per year.
- Use onsite well to supply domestic water that will substantially replace city water required
- Relocation of staff and programs to Copia (Napa) facility.
- Reduction of restaurant size and period of operation reducing water and effluent

The CalEEMod version 2013.2.2 emissions model was used to estimate CO2e emissions from construction and annual operation. The GHG construction emission estimates assumed construction would begin in 2017 and completed by 2018. The estimate is based on the first full year of operation of 2019. In summary, this construction and operation emissions for this project do not exceed the threshold of significance recommended by the Bay Area Air Quality Management District (BAAQMD).

The results are provided in the attachment on the following pages.

Appendix: CalEEMod model results

1) Culinary Institute of America Greystone Rehabilitation Project
2) Culinary Institute of America Greystone Rehabilitation No Project Analysis

Culinary Institute of America Greystone Rehabilitation No Project Analysis
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	200.00	Student	0.82	27,500.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Base case (no project) analysis

Land Use - No project analysis for 200 students.

Construction Phase - Construction Phase - Interior rehabilitation, no site demolition, site prep, grading, trenching, paving, or architectural coating. Anticipated 14 month construction
schedule. Construction will occur M - F, 8am-5pm.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	294.00
tblLandUse	LandUseSquareFeet	8,730.45	27,500.00
tblLandUse	LotAcreage	0.20	0.82
tblProjectCharacteristics	OperationalYear	2014	2019
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													165.4531	0.0421	0.0000	166.3375
2018													26.8634	7.2000e-003	0.0000	27.0146
Total													**192.3164**	**0.0493**	**0.0000**	**193.3521**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													165.4529	0.0421	0.0000	166.3373
2018													26.8633	7.2000e-003	0.0000	27.0146
Total													**192.3163**	**0.0493**	**0.0000**	**193.3519**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													3.5700e-003	1.0000e-005	0.0000	3.7800e-003
Energy													108.6111	3.9500e-003	1.3500e-003	109.1119
Mobile													172.9169	6.5700e-003	0.0000	173.0550
Waste													7.4092	0.4379	0.0000	16.6044
Water													1.4919	0.0140	3.4000e-004	1.8923
Total													**290.4326**	**0.4624**	**1.6900e-003**	**300.6674**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													3.5700e-003	1.0000e-005	0.0000	3.7800e-003
Energy													108.6111	3.9500e-003	1.3500e-003	109.1119
Mobile													172.9169	6.5700e-003	0.0000	173.0550
Waste													7.4092	0.4379	0.0000	16.6044
Water													1.4919	0.0140	3.4000e-004	1.8921
Total													**290.4326**	**0.4624**	**1.6900e-003**	**300.6672**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Interior renovation	Building Construction	1/14/2017	3/1/2018	5	294	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Interior renovation	Cranes	1	4.00	226	0.29
Interior renovation	Forklifts	2	6.00	89	0.20
Interior renovation	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	125.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Interior renovation	5	12.00	5.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													5.3697	1.0600e-003	0.0000	5.3919
Total													**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													4.2147	3.0000e-005	0.0000	4.2153
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3959	2.0000e-005	0.0000	0.3964
Total													**4.6106**	**5.0000e-005**	**0.0000**	**4.6117**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													5.3697	1.0600e-003	0.0000	5.3919
Total													**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													4.2147	3.0000e-005	0.0000	4.2153
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3959	2.0000e-005	0.0000	0.3964
Total													**4.6106**	**5.0000e-005**	**0.0000**	**4.6117**

3.3 Interior renovation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													131.4886	0.0403	0.0000	132.3347
Total													**131.4886**	**0.0403**	**0.0000**	**132.3347**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													12.1065	1.0000e-004	0.0000	12.1085
Worker													11.8777	6.2000e-004	0.0000	11.8907
Total													**23.9842**	**7.2000e-004**	**0.0000**	**23.9993**

3.3 Interior renovation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													131.4885	0.0403	0.0000	132.3345
Total													**131.4885**	**0.0403**	**0.0000**	**132.3345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													12.1065	1.0000e-004	0.0000	12.1085
Worker													11.8777	6.2000e-004	0.0000	11.8907
Total													**23.9842**	**7.2000e-004**	**0.0000**	**23.9993**

3.3 Interior renovation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													22.7572	7.0800e-003	0.0000	22.9059
Total													**22.7572**	**7.0800e-003**	**0.0000**	**22.9059**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.0933	2.0000e-005	0.0000	2.0936
Worker													2.0129	1.0000e-004	0.0000	2.0150
Total													**4.1062**	**1.2000e-004**	**0.0000**	**4.1087**

3.3 Interior renovation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													22.7571	7.0800e-003	0.0000	22.9059
Total													**22.7571**	**7.0800e-003**	**0.0000**	**22.9059**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.0933	2.0000e-005	0.0000	2.0936
Worker													2.0129	1.0000e-004	0.0000	2.0150
Total													**4.1062**	**1.2000e-004**	**0.0000**	**4.1087**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													172.9169	6.5700e-003	0.0000	173.0550
Unmitigated													172.9169	6.5700e-003	0.0000	173.0550

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2Yr)	240.00	84.00	8.00	448,420	448,420
Total	240.00	84.00	8.00	448,420	448,420

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2Yr)	14.70	6.60	6.60	6.40	88.60	5.00	92	7	1

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546556	0.063101	0.174427	0.122200	0.033877	0.004835	0.015546	0.025040	0.002093	0.003260	0.006731	0.000667	0.001666

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													71.6006	3.2400e-003	6.7000e-004	71.8762
Electricity Unmitigated													71.6006	3.2400e-003	6.7000e-004	71.8762
NaturalGas Mitigated													37.0105	7.1000e-004	6.8000e-004	37.2357
NaturalGas Unmitigated													37.0105	7.1000e-004	6.8000e-004	37.2357

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2Yr)	693550													37.0105	7.1000e-004	6.8000e-004	37.2357
Total														**37.0105**	**7.1000e-004**	**6.8000e-004**	**37.2357**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2Yr)	693550													37.0105	7.1000e-004	6.8000e-004	37.2357
Total														**37.0105**	**7.1000e-004**	**6.8000e-004**	**37.2357**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2Yr)	246125	71.6006	3.2400e-003	6.7000e-004	71.8762
Total		**71.6006**	**3.2400e-003**	**6.7000e-004**	**71.8762**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2Yr)	246125	71.6006	3.2400e-003	6.7000e-004	71.8762
Total		**71.6006**	**3.2400e-003**	**6.7000e-004**	**71.8762**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													3.5700e-003	1.0000e-005	0.0000	3.7800e-003
Unmitigated													3.5700e-003	1.0000e-005	0.0000	3.7800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Landscaping													3.5700e-003	1.0000e-005	0.0000	3.7800e-003
Total													**3.5700e-003**	**1.0000e-005**	**0.0000**	**3.7800e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Landscaping													3.5700e-003	1.0000e-005	0.0000	3.7800e-003
Total													**3.5700e-003**	**1.0000e-005**	**0.0000**	**3.7800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.4919	0.0140	3.4000e-004	1.8921
Unmitigated	1.4919	0.0140	3.4000e-004	1.8923

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2Yr)	0.42822 / 0.66978	1.4919	0.0140	3.4000e-004	1.8923
Total		**1.4919**	**0.0140**	**3.4000e-004**	**1.8923**

Agenda Item #5.2.

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2Yr)	0.42822 / 0.66978	1.4919	0.0140	3.4000e-004	1.8921
Total		**1.4919**	**0.0140**	**3.4000e-004**	**1.8921**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.4092	0.4379	0.0000	16.6044
Unmitigated	7.4092	0.4379	0.0000	16.6044

Agenda Item #5.2.

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2Yr)	36.5	7.4092	0.4379	0.0000	16.6044
Total		**7.4092**	**0.4379**	**0.0000**	**16.6044**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2Yr)	36.5	7.4092	0.4379	0.0000	16.6044
Total		**7.4092**	**0.4379**	**0.0000**	**16.6044**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Agenda Item #5.2.

Culinary Institute of America Main Street Helena Greystone Rehabilitation
Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	320.00	Student	0.82	27,500.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - First full year of operation

Land Use - Student population 320 max; project acreage (building footprint) = .82 acres; Rehabilitation area = 27,500 sqft. The project is an interior rehabilitation. Project has no site demolition,

Construction Phase - Interior rehabilitation, no site demolition, site prep, grading, trenching, paving, or architectural coating. Anticipated 14 month construction schedule. Construction will occur M - F, 8am-5pm.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	294.00
tblLandUse	LandUseSquareFeet	13,968.72	27,500.00
tblLandUse	LotAcreage	0.32	0.82
tblProjectCharacteristics	OperationalYear	2014	2019
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													165.4531	0.0421	0.0000	166.3375
2018													26.8634	7.2000e-003	0.0000	27.0146
Total													**192.3164**	**0.0493**	**0.0000**	**193.3521**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017													165.4529	0.0421	0.0000	166.3373
2018													26.8633	7.2000e-003	0.0000	27.0146
Total													**192.3163**	**0.0493**	**0.0000**	**193.3519**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													5.7200e-003	2.0000e-005	0.0000	6.0400e-003
Energy													108.6111	3.9500e-003	1.3500e-003	109.1119
Mobile													276.6671	0.0105	0.0000	276.8880
Waste													11.8547	0.7006	0.0000	26.5671
Water													2.3870	0.0224	5.5000e-004	3.0276
Total													**399.5255**	**0.7375**	**1.9000e-003**	**415.6006**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area													5.7200e-003	2.0000e-005	0.0000	6.0400e-003
Energy													108.6111	3.9500e-003	1.3500e-003	109.1119
Mobile													276.6671	0.0105	0.0000	276.8880
Waste													11.8547	0.7006	0.0000	26.5671
Water													2.3870	0.0224	5.5000e-004	3.0273
Total													**399.5255**	**0.7375**	**1.9000e-003**	**415.6003**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/13/2017	5	10	
2	Interior renovation	Building Construction	1/14/2017	3/1/2018	5	294	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Interior renovation	Cranes	1	4.00	226	0.29
Interior renovation	Forklifts	2	6.00	89	0.20
Interior renovation	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	125.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Interior renovation	5	12.00	5.00	0.00	12.40	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													5.3697	1.0600e-003	0.0000	5.3919
Total													**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													4.2147	3.0000e-005	0.0000	4.2153
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3959	2.0000e-005	0.0000	0.3964
Total													**4.6106**	**5.0000e-005**	**0.0000**	**4.6117**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust													0.0000	0.0000	0.0000	0.0000
Off-Road													5.3697	1.0600e-003	0.0000	5.3919
Total													**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													4.2147	3.0000e-005	0.0000	4.2153
Vendor													0.0000	0.0000	0.0000	0.0000
Worker													0.3959	2.0000e-005	0.0000	0.3964
Total													**4.6106**	**5.0000e-005**	**0.0000**	**4.6117**

3.3 Interior renovation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													131.4886	0.0403	0.0000	132.3347
Total													**131.4886**	**0.0403**	**0.0000**	**132.3347**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													12.1065	1.0000e-004	0.0000	12.1085
Worker													11.8777	6.2000e-004	0.0000	11.8907
Total													**23.9842**	**7.2000e-004**	**0.0000**	**23.9993**

3.3 Interior renovation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													131.4885	0.0403	0.0000	132.3345
Total													**131.4885**	**0.0403**	**0.0000**	**132.3345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													12.1065	1.0000e-004	0.0000	12.1085
Worker													11.8777	6.2000e-004	0.0000	11.8907
Total													**23.9842**	**7.2000e-004**	**0.0000**	**23.9993**

3.3 Interior renovation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													22.7572	7.0800e-003	0.0000	22.9059
Total													**22.7572**	**7.0800e-003**	**0.0000**	**22.9059**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.0933	2.0000e-005	0.0000	2.0936
Worker													2.0129	1.0000e-004	0.0000	2.0150
Total													**4.1062**	**1.2000e-004**	**0.0000**	**4.1087**

3.3 Interior renovation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road													22.7571	7.0800e-003	0.0000	22.9059
Total													**22.7571**	**7.0800e-003**	**0.0000**	**22.9059**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling													0.0000	0.0000	0.0000	0.0000
Vendor													2.0933	2.0000e-005	0.0000	2.0936
Worker													2.0129	1.0000e-004	0.0000	2.0150
Total													**4.1062**	**1.2000e-004**	**0.0000**	**4.1087**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													276.6671	0.0105	0.0000	276.8880
Unmitigated													276.6671	0.0105	0.0000	276.8880

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2Yr)	384.00	134.40	12.80	717,471	717,471
Total	384.00	134.40	12.80	717,471	717,471

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2Yr)	14.70	6.60	6.60	6.40	88.60	5.00	92	7	1

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546556	0.063101	0.174427	0.122200	0.033877	0.004835	0.015546	0.025040	0.002093	0.003260	0.006731	0.000667	0.001666

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													71.6006	3.2400e-003	6.7000e-004	71.8762
Electricity Unmitigated													71.6006	3.2400e-003	6.7000e-004	71.8762
NaturalGas Mitigated													37.0105	7.1000e-004	6.8000e-004	37.2357
NaturalGas Unmitigated													37.0105	7.1000e-004	6.8000e-004	37.2357

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2Yr)	693550													37.0105	7.1000e-004	6.8000e-004	37.2357
Total														**37.0105**	**7.1000e-004**	**6.8000e-004**	**37.2357**

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2Yr)	693550													37.0105	7.1000e-004	6.8000e-004	37.2357
Total														**37.0105**	**7.1000e-004**	**6.8000e-004**	**37.2357**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2Yr)	246125	71.6006	3.2400e-003	6.7000e-004	71.8762
Total		**71.6006**	**3.2400e-003**	**6.7000e-004**	**71.8762**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2Yr)	246125	71.6006	3.2400e-003	6.7000e-004	71.8762
Total		**71.6006**	**3.2400e-003**	**6.7000e-004**	**71.8762**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated													5.7200e-003	2.0000e-005	0.0000	6.0400e-003
Unmitigated													5.7200e-003	2.0000e-005	0.0000	6.0400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Landscaping													5.7200e-003	2.0000e-005	0.0000	6.0400e-003
Total													**5.7200e-003**	**2.0000e-005**	**0.0000**	**6.0400e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating													0.0000	0.0000	0.0000	0.0000
Consumer Products													0.0000	0.0000	0.0000	0.0000
Landscaping													5.7200e-003	2.0000e-005	0.0000	6.0400e-003
Total													**5.7200e-003**	**2.0000e-005**	**0.0000**	**6.0400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.3870	0.0224	5.5000e-004	3.0273
Unmitigated	2.3870	0.0224	5.5000e-004	3.0276

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2Yr)	0.685152 / 1.07165	2.3870	0.0224	5.5000e-004	3.0276
Total		**2.3870**	**0.0224**	**5.5000e-004**	**3.0276**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2Yr)	0.685152 / 1.07165	2.3870	0.0224	5.5000e-004	3.0273
Total		**2.3870**	**0.0224**	**5.5000e-004**	**3.0273**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.8547	0.7006	0.0000	26.5671
Unmitigated	11.8547	0.7006	0.0000	26.5671

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2Yr)	58.4	11.8547	0.7006	0.0000	26.5671
Total		**11.8547**	**0.7006**	**0.0000**	**26.5671**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2Yr)	58.4	11.8547	0.7006	0.0000	26.5671
Total		**11.8547**	**0.7006**	**0.0000**	**26.5671**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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VII. GREENHOUSE GAS EMISSIONS --

Would the project:

In the columns to the right place a check in the box that relates to each of the question	Potentially Significant Impact	Less Than Significant with Mitigations Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
Discussion, and any mitigations required to make any impacts less than significant				

This Environmental Checklist Form has been provided to assist in the analysis of the environmental issues associated with the project. The following standard rules, generated from the CEQA Guidelines, apply when completing and reviewing the Environmental Checklist Form:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).

5. Earlier analysis may be used where an effect has been adequately analyzed in an earlier EIR or Negative Declaration. In this case, a brief discussion should identify the following:
a. Earlier Analysis Used. Identify and state where they are available for review.
b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This checklist is only a suggested form, and lead agencies are free to use different formats. However, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to a level of less-than-significant.

Agenda Item #5.2.

DRAINAGE AND HYDROLOGY ANALYSIS

CULINARY INSITUTE OF AMERICA
VINEYARD LODGE
USE PERMIT APPLICATION

830 Pratt Avenue
St. Helena, CA, 94574

SUMMIT
CIVIL STRUCTURAL ELECTRICAL WATER|WASTEWATER

Project No. 2016096
September 2, 2016

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CIA-VINEYARD LODGE
Project No. 2016096
September 2, 2016

SUMMIT ENGINEERING, INC.
Hydrology and Hydraulic Calculations
BY: CIP CHK: MS

PURPOSE

This summary describes the drainage analysis associated with the proposed improvements at the Culinary Institute of America's Vineyard Lodge expansion project. The analysis includes the pre- and post-construction hydrology analysis to conclude that there shall not be any increase in the stormwater runoff for the 10-year storm. All the stormwater conveyances shall be sized to accommodate the runoff from the 100-year storm event.

PRE/POST PROJECT HYDROLOGY ANALYSIS

A hydrology analysis was conducted for the pre and post construction project watersheds using the NRCS/TR-55 curve number method. The intent of this analysis is to demonstrate that there shall not be an increase stormwater runoff volume or flowrate resulting from the proposed improvements and the preconstruction runoff conditions shall be maintained. Refer to the Pre-/Post-Construction Hydrology Map, H1, in Appendix D for the pre-post-construction pervious and impervious surface areas. Composite CN values for the pre-/post-construction conditions are shown below and are based on hydrologic soil group B. Refer to Appendix B for the pre-/post-construction hydrographs. The parameters used in this analysis are located in Appendix A. For information on the pervious pavers and the associated curve number values, refer to Appendix C. Refer to Appendix D for Pre-/Post-Construction Hydrology map.

PRE-CONSTRUCTION

	CN	Area (ac)
Impervious		
Paved Areas/Building Rooftop	98	1.52
Pervious		
Landscaping/Grass	69	1.31
Permeable Pavers	65	0.12
Composite Curve Number	**84**	
Total		**2.95**
Runoff Flow Rate (cfs)	10-yr	**3.013**
Runoff Volume (cuft)	10-yr	**42,737**
Time of Concentration (min)		10

POST-CONSTRUCTION

	CN	Area (ac)
Impervious		
Paved Areas/Building Rooftop	98	1.62
Pervious		
Landscaping/Grass	69	0.88
Permeable Pavers	65	0.45
Composite Curve Number	**84**	
Total		**2.95**
Runoff Flow Rate (cfs)	10-yr	**3.013**
Runoff Volume (cuft)	10-yr	**42,737**
Time of Concentration (min)		10

PRE-/POST-PROJECT COMPARISON

	Project Watershed	
	Q (cfs)	**V (ft^3)**
Pre-Project	3.013	42,737
Post-Project	3.013	42,737
Difference	0.000	0

HYDRAULICS

RAINFALL DATA/DESIGN PARAMETERS

Hydraulic Analysis for this project was performed using the Napa County Road and Street Standards with the Rational Method in order to appropriately size stormwater conveyances.

The location of the site and review of these standards provides the following mathematical models and constant values used in the hydraulic analysis. All supporting information for the parameters given in this section can be found in Appendix A.

NAPA COUNTY ROAD AND STREET STANDARDS

The Napa County Road and Street Standards gives the following parameters for the project location. The minimum initial time of concentration was found using Hydraflow Hydrographs. The following Napa County Road and Street Standards parameters were used with the Rational Method for hydraulic calculations of the storm drain network. See Appendix B for pipe capacity report.

Mean Seasonal Precipitation	:	33 in/yr
Minimum Initial Time of Concentration	:	T_C = 10 min

10-YEAR STORM EVENT

60 Minute Rainfall (P_{60})	:	P_{60} = 1.0 in.
Rainfall Intensity	:	2.41 in/hr

100-YEAR STORM EVENT

60 Minute Rainfall (P_{60})	:	P_{60} = 1.45 in.
Rainfall Intensity	:	3.12 in/hr

RATIONAL METHOD

The Rational Method was used to size the storm drain conveyances for the site. All swales and pipes are sized using the flow rate from the 100-year storm event. Runoff Coefficients were determined with reference to the Napa County Road and Streets Standards, see Appendix A for reference.

Impervious Area	:	0.90
Pervious/Landscaped Areas	:	0.40

Drainage areas for the constructed conditions were developed and are presented in the Hydrology Map in Appendix D. Flow rate calculations for each area were developed based on the Rational Method formula.

Rational Method Formula : $Q = CiA$

Q= Flowrate (cubic feet per second)
A= Area (acres)
C= Runoff Coefficient
i= 100-year Rainfall Intensity

FLOWRATE CALCULATIONS

100 YEAR STORM INTERVAL
Runoff: Q = CIA
Q = 0.78 * 3.12 in/hr * 2.15 Ac = 5.26 cfs

STORM DRAIN SIZING

Storm drains are designed to convey the 100-year storm event flow rate calculated using the Rational Method. The pipe sizes were calculated using Manning's Equation as shown below. See Appendix A for flow calculations.

Manning's Equation :

$$Q = \frac{1.49}{n} AR^{2/3} S^{1/2}$$

$$A = \pi\left(\frac{D}{2}\right)^2$$

$$R = \frac{A}{\pi D}$$

D = diameter of pipe (feet)
n = 0.012 (Manning's Roughness Coefficient)
S = 0.005 (Slope)

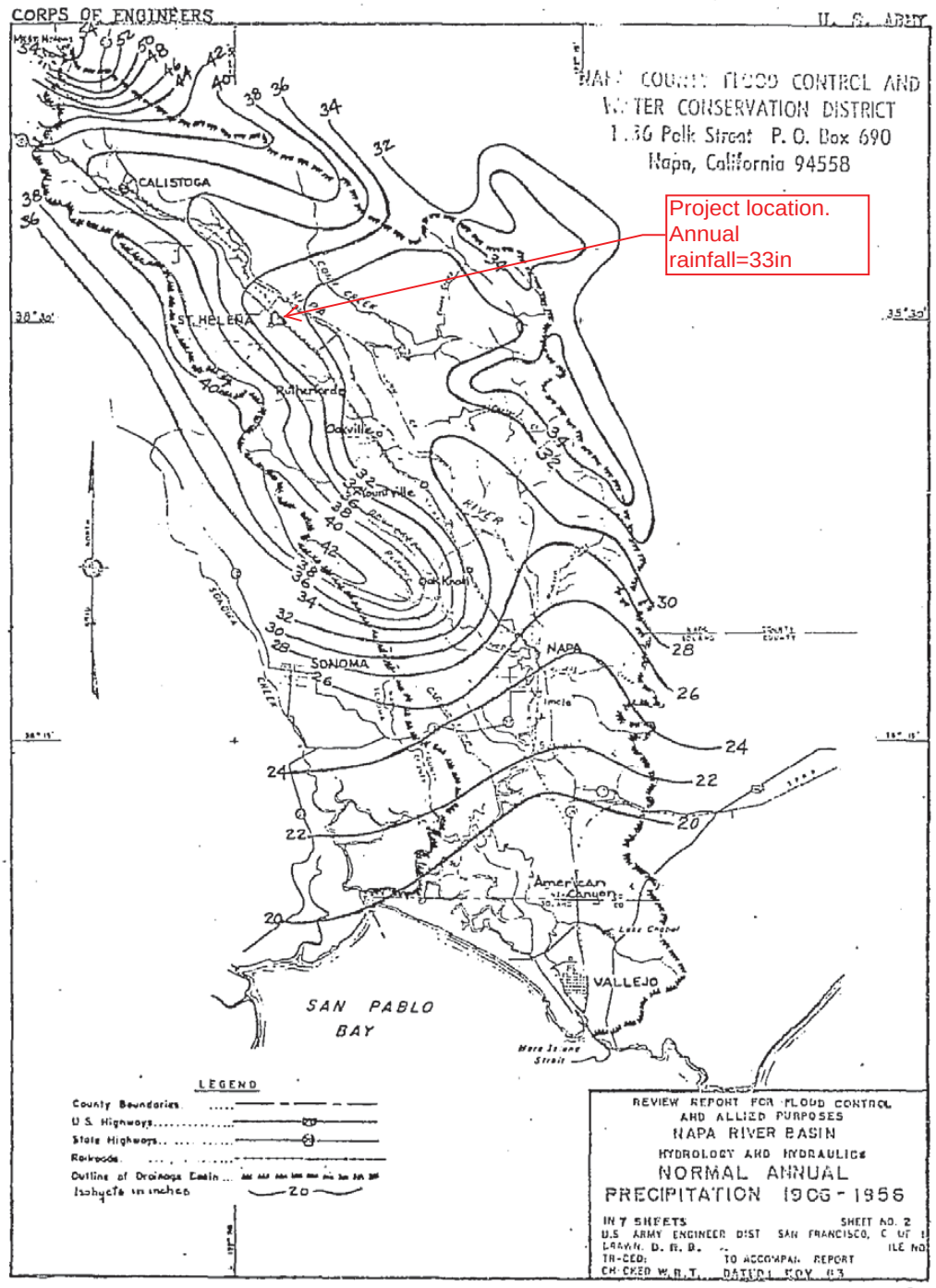
Pipe sizes were selected based on the sub-region flow rate for the 100-year flow being conveyed with the pipe at or less than 90% full. See Appendix B for pipe capacity report for the 18 inch storm drain outlet for the site.

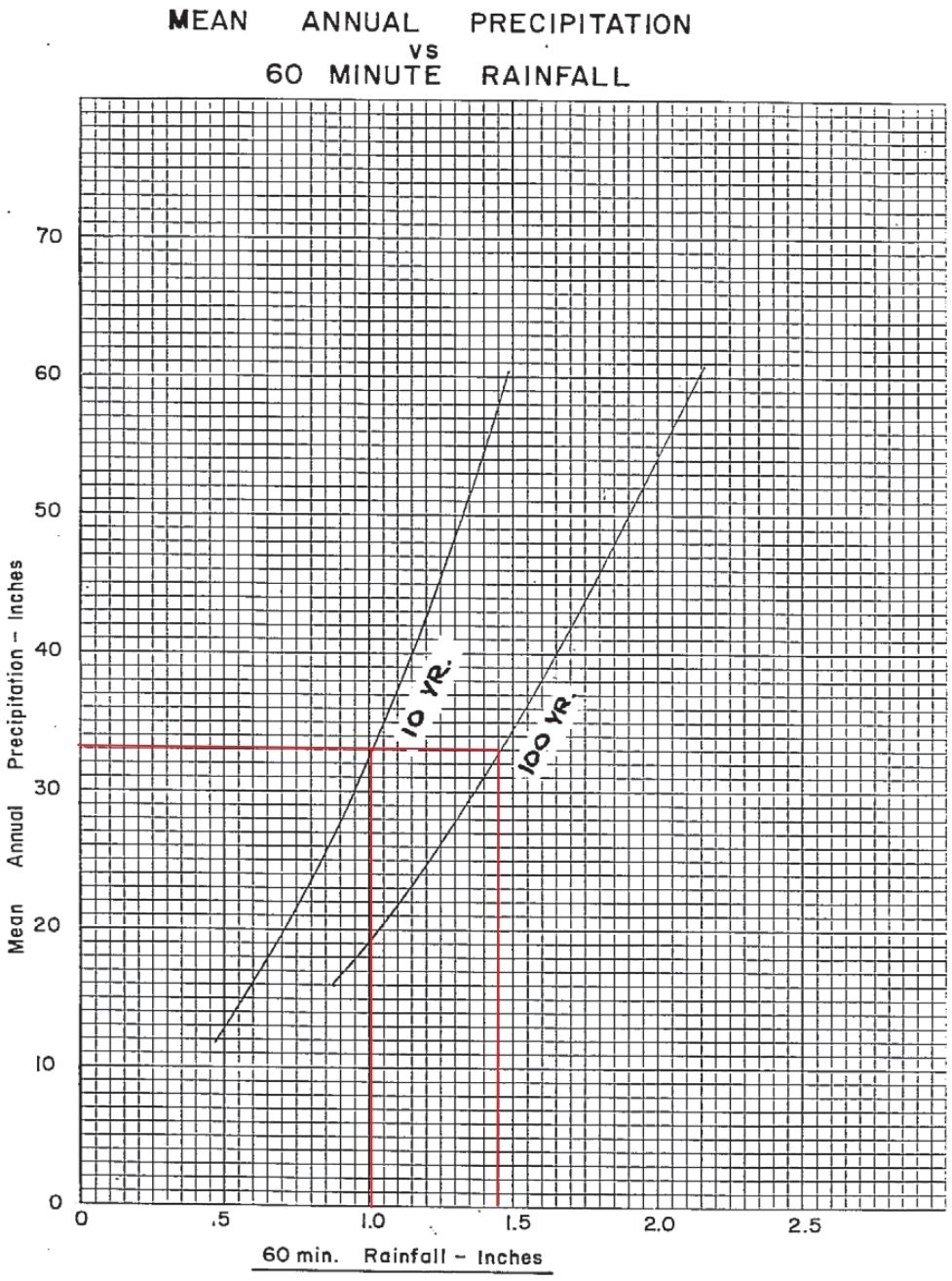
CONCLUSION

Based on this analysis, the post- curve number values, the flowrate, and the volume match the pre-project conditions. The properties off-site shall not be adversely affected, since there shall be no increase in runoff resulting from the 10-year storm event for the proposed improvements.

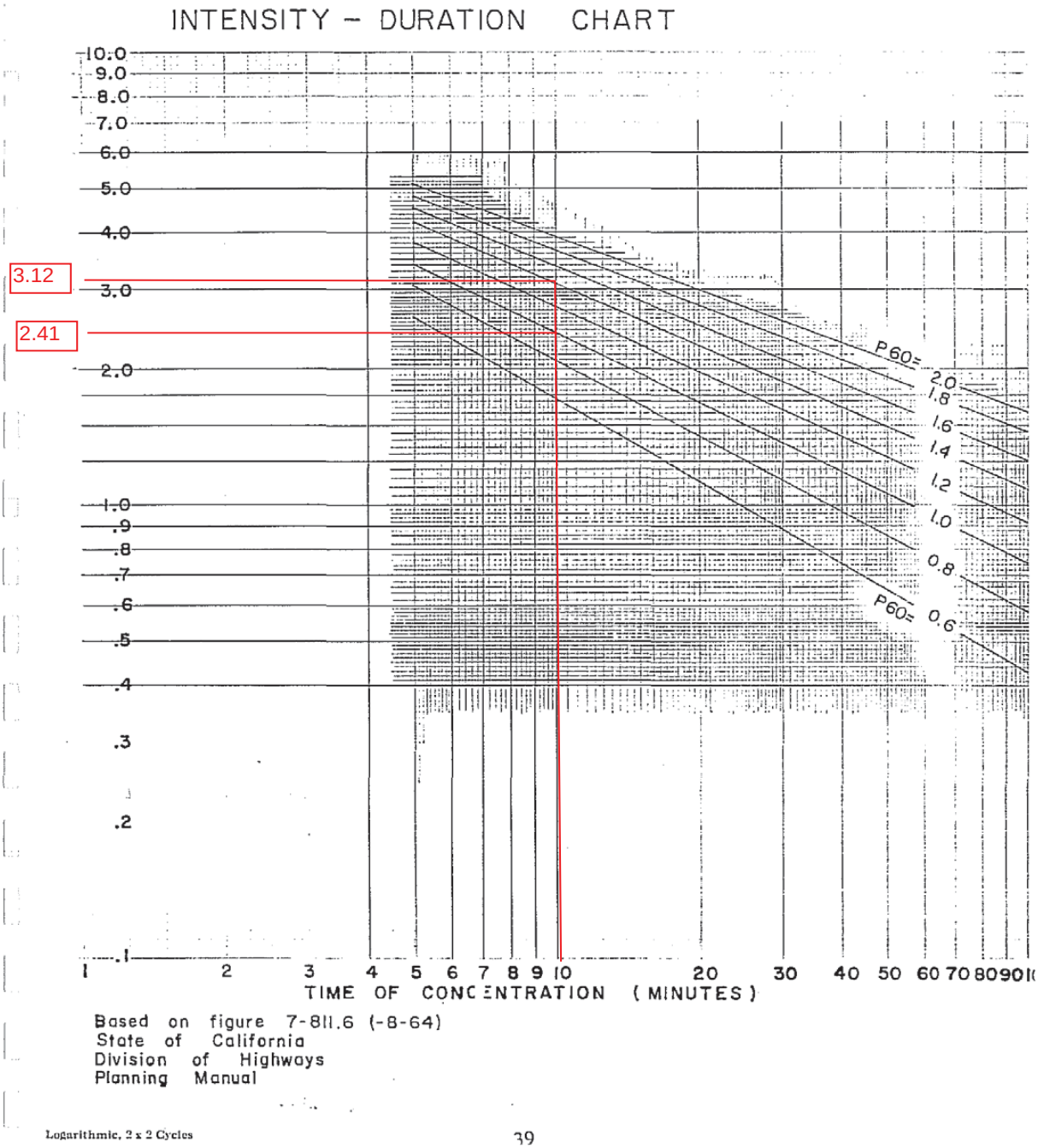
APPENDIX A: PARAMETER SUPPORT

Agenda Item #5.2.




MEAN ANNUAL PRECIPITATION
VS
60 MINUTE RAINFALL
Mean Annual Precipitation – Inches
0
10
20
30
40
50
60
70
10 YR.
100 YR.
0
.5
1.0
1.5
2.0
2.5
60 min. Rainfall – Inches

12-185



Logarithmic, 2 x 2 Cycles

39

NOAA Atlas 14, Volume 6, Version 2
Location name: Saint Helena, California, US*
Latitude: 38.5134°, Longitude: -122.4756°
Elevation: 251 ft*
* source: Google Maps

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.133 (0.118–0.151)	0.163 (0.145–0.185)	0.202 (0.179–0.231)	0.235 (0.206–0.270)	0.279 (0.236–0.334)	0.314 (0.259–0.385)	0.349 (0.280–0.440)	0.386 (0.299–0.502)	0.436 (0.323–0.595)	0.475 (0.339–0.674)
10-min	0.191 (0.170–0.216)	0.233 (0.207–0.265)	0.290 (0.257–0.331)	0.337 (0.295–0.388)	0.400 (0.338–0.479)	0.450 (0.371–0.551)	0.500 (0.401–0.631)	0.553 (0.429–0.720)	0.625 (0.463–0.853)	0.681 (0.485–0.966)
15-min	0.230 (0.205–0.262)	0.282 (0.251–0.321)	0.351 (0.311–0.400)	0.407 (0.357–0.469)	0.484 (0.409–0.579)	0.544 (0.448–0.667)	0.605 (0.485–0.763)	0.669 (0.519–0.870)	0.756 (0.560–1.03)	0.824 (0.587–1.17)
30-min	0.348 (0.310–0.396)	0.427 (0.379–0.485)	0.530 (0.469–0.605)	0.615 (0.540–0.708)	0.732 (0.618–0.875)	0.822 (0.677–1.01)	0.915 (0.733–1.15)	1.01 (0.785–1.32)	1.14 (0.846–1.56)	1.25 (0.887–1.77)
60-min	0.518 (0.461–0.588)	0.634 (0.563–0.721)	0.788 (0.698–0.899)	0.914 (0.802–1.05)	1.09 (0.918–1.30)	1.22 (1.01–1.50)	1.36 (1.09–1.71)	1.50 (1.17–1.96)	1.70 (1.26–2.32)	1.85 (1.32–2.63)
2-hr	0.793 (0.706–0.901)	0.963 (0.855–1.10)	1.18 (1.05–1.35)	1.36 (1.19–1.56)	1.59 (1.34–1.90)	1.76 (1.45–2.16)	1.93 (1.55–2.44)	2.11 (1.64–2.75)	2.34 (1.73–3.20)	2.52 (1.79–3.57)
3-hr	1.02 (0.909–1.16)	1.24 (1.10–1.41)	1.51 (1.34–1.72)	1.72 (1.51–1.98)	2.01 (1.69–2.40)	2.22 (1.83–2.72)	2.43 (1.94–3.06)	2.63 (2.05–3.43)	2.91 (2.15–3.97)	3.11 (2.22–4.42)
6-hr	1.55 (1.38–1.76)	1.88 (1.67–2.13)	2.29 (2.02–2.61)	2.61 (2.29–3.00)	3.02 (2.55–3.62)	3.33 (2.74–4.08)	3.63 (2.91–4.58)	3.93 (3.05–5.11)	4.31 (3.19–5.88)	4.60 (3.28–6.52)
12-hr	2.22 (1.98–2.52)	2.72 (2.42–3.10)	3.35 (2.97–3.83)	3.85 (3.38–4.44)	4.50 (3.80–5.39)	4.99 (4.11–6.11)	5.46 (4.38–6.88)	5.94 (4.61–7.72)	6.55 (4.85–8.94)	7.02 (5.00–9.95)
24-hr	3.12 (2.80–3.54)	3.90 (3.50–4.43)	4.89 (4.38–5.57)	5.68 (5.06–6.51)	6.72 (5.82–7.92)	7.51 (6.39–9.00)	8.28 (6.91–10.1)	9.07 (7.39–11.4)	10.1 (7.95–13.1)	10.9 (8.32–14.5)
2-day	4.09 (3.67–4.64)	5.24 (4.71–5.96)	6.70 (6.01–7.63)	7.86 (6.99–9.01)	9.37 (8.12–11.0)	10.5 (8.94–12.6)	11.6 (9.69–14.2)	12.7 (10.4–15.9)	14.2 (11.2–18.4)	15.3 (11.7–20.4)
3-day	4.70 (4.23–5.34)	6.11 (5.48–6.94)	7.88 (7.06–8.97)	9.27 (8.26–10.6)	11.1 (9.61–13.1)	12.5 (10.6–14.9)	13.8 (11.5–16.9)	15.1 (12.3–18.9)	16.8 (13.3–21.8)	18.1 (13.9–24.2)
4-day	5.21 (4.68–5.91)	6.78 (6.09–7.71)	8.77 (7.86–9.99)	10.3 (9.20–11.9)	12.4 (10.7–14.6)	13.9 (11.8–16.7)	15.4 (12.9–18.8)	16.9 (13.8–21.2)	18.9 (14.8–24.4)	20.3 (15.5–27.1)
7-day	6.52 (5.86–7.40)	8.38 (7.52–9.52)	10.7 (9.63–12.2)	12.6 (11.2–14.5)	15.1 (13.1–17.8)	17.0 (14.5–20.4)	18.9 (15.7–23.1)	20.7 (16.9–25.9)	23.2 (18.3–30.1)	25.1 (19.2–33.5)
10-day	7.45 (6.70–8.46)	9.49 (8.53–10.8)	12.1 (10.9–13.8)	14.2 (12.6–16.3)	17.0 (14.7–20.0)	19.1 (16.2–22.8)	21.1 (17.6–25.9)	23.2 (18.9–29.1)	26.0 (20.5–33.7)	28.1 (21.5–37.5)
20-day	9.88 (8.88–11.2)	12.6 (11.3–14.3)	16.0 (14.3–18.2)	18.6 (16.6–21.4)	22.2 (19.2–26.1)	24.8 (21.1–29.7)	27.4 (22.8–33.5)	30.0 (24.4–37.5)	33.4 (26.3–43.2)	35.9 (27.5–47.9)
30-day	11.7 (10.5–13.3)	14.9 (13.4–16.9)	18.9 (16.9–21.5)	22.0 (19.6–25.2)	26.0 (22.5–30.6)	29.0 (24.7–34.7)	31.8 (26.6–38.9)	34.7 (28.3–43.4)	38.4 (30.2–49.8)	41.2 (31.5–54.9)
45-day	14.2 (12.8–16.1)	18.1 (16.2–20.5)	22.8 (20.4–26.0)	26.4 (23.5–30.3)	31.1 (26.9–36.6)	34.4 (29.3–41.2)	37.6 (31.4–46.0)	40.7 (33.2–51.0)	44.7 (35.2–58.0)	47.6 (36.4–63.5)
60-day	16.8 (15.1–19.1)	21.3 (19.1–24.2)	26.7 (24.0–30.5)	30.9 (27.5–35.4)	36.0 (31.2–42.5)	39.7 (33.8–47.6)	43.2 (36.1–52.9)	46.6 (38.0–58.3)	50.8 (40.0–65.9)	53.9 (41.2–71.9)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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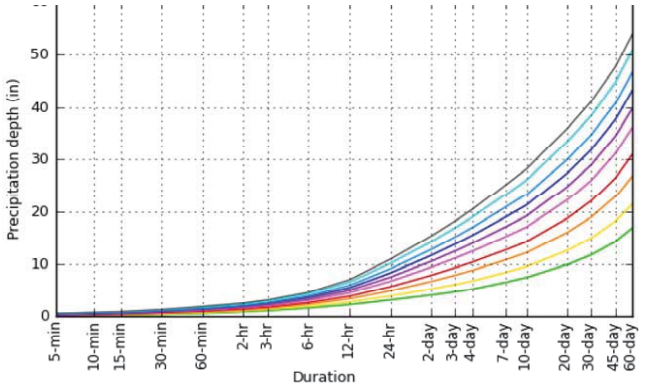
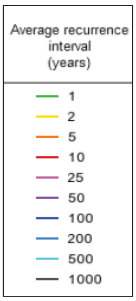
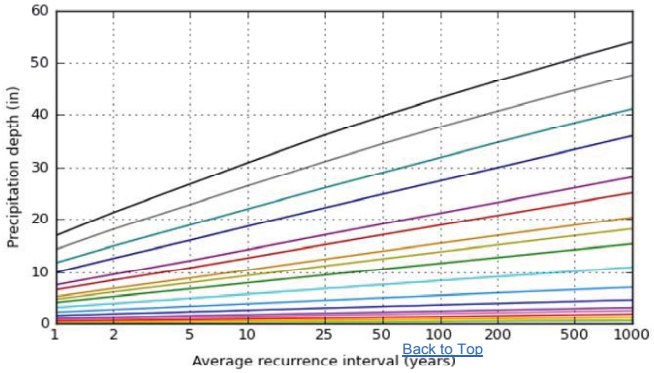
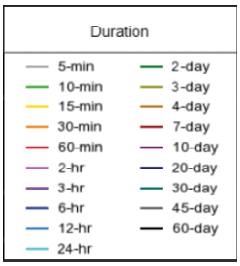
PF graphical









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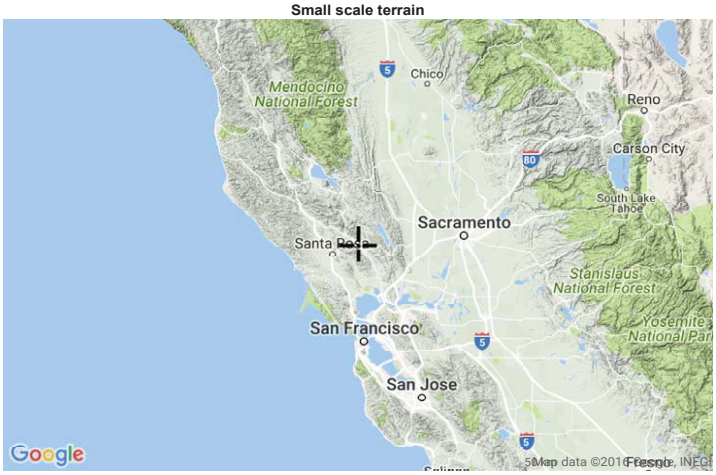
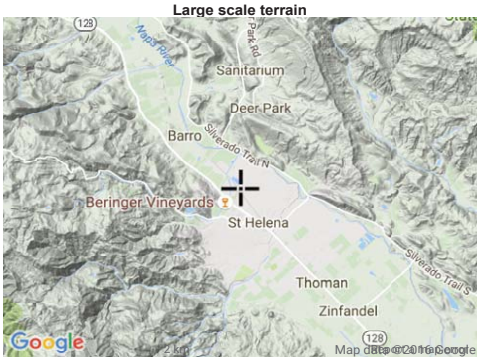
Maps & aerials

NOAA Atlas 14, Volume 6, Version 2 Created (GMT): Wed Aug 31 22:46:25 2016

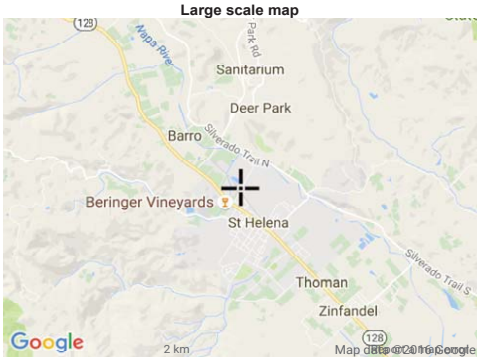
Small scale terrain



Large scale terrain



Large scale map



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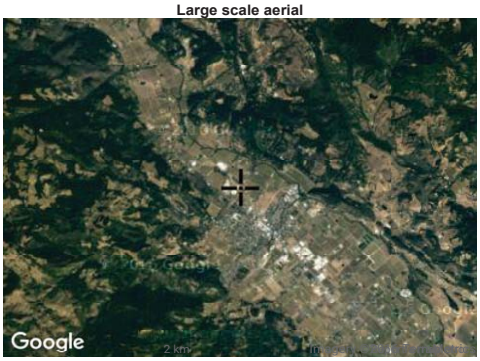

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US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910

Agenda Item #5.2.

Hydrologic Soil Group—Napa County, California
(CIA Vineyard Lodge)



USDA **Natural Resources Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

4/14/2016
Page 1 of 4

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Napa County, California
Survey Area Data: Version 8, Sep 23, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 14, 2011—Aug 15, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Napa County, California (CA055)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
104	Bale clay loam, 0 to 2 percent slopes	B	1.7	57.7%
105	Bale clay loam, 2 to 5 percent slopes	B	1.3	42.3%
Totals for Area of Interest			**3.0**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: *None Specified*

Tie-break Rule: Higher

Table 2-2a Runoff curve numbers for urban areas [1/]

Cover description		Curve numbers for hydrologic soil group			
Cover type and hydrologic condition	Average percent impervious area [2/]	A	B	C	D
Fully developed urban areas (vegetation established)					
Open space (lawns, parks, golf courses, cemeteries, etc.) [3/]:					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) [4/]		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72	81	88	91	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
Developing urban areas					
Newly graded areas (pervious areas only, no vegetation) [5/]		77	86	91	94
Idle lands (CN's are determined using cover types similar to those in table 2-2c).					

[1] Average runoff condition, and $I_a = 0.2S$.
[2] The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.
[3] CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.
[4] Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.
[5] Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

APPENDIX B: HYDROGRAPHS & HYDRAULICS

Hydrograph Report

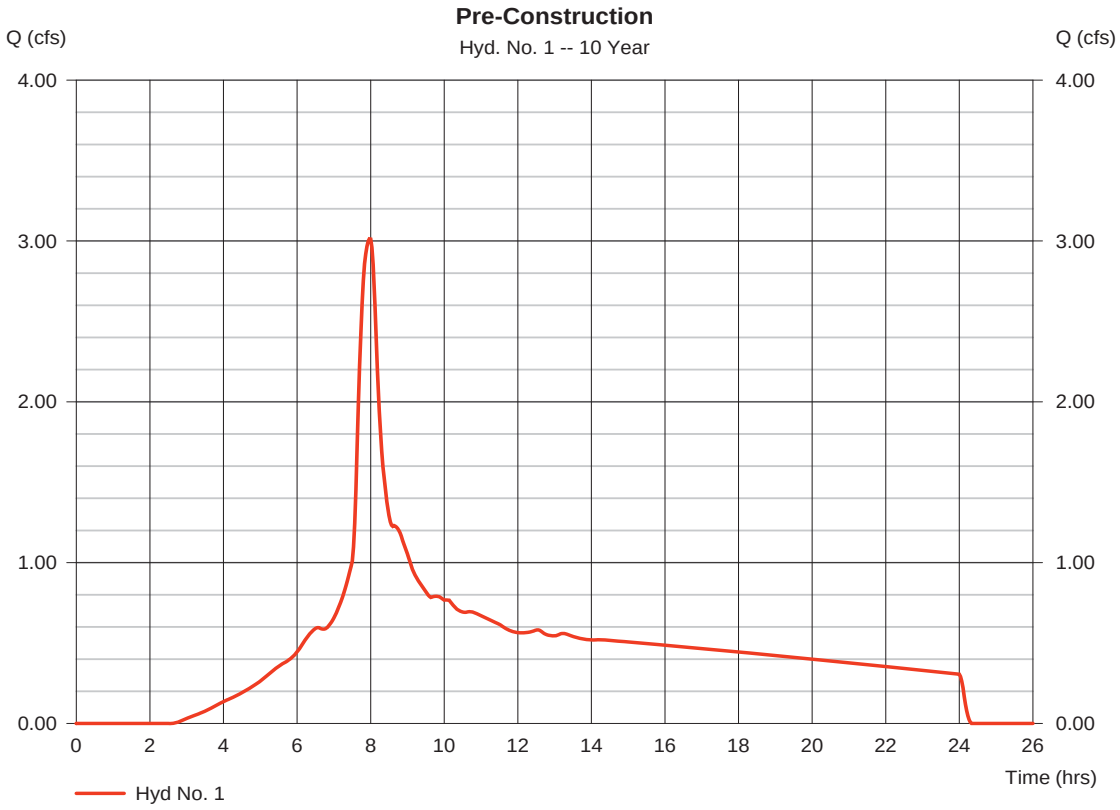
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4 — Wednesday, 08 / 31 / 2016

Hyd. No. 1

Pre-Construction

Hydrograph type	= SCS Runoff	Peak discharge	= 3.013 cfs
Storm frequency	= 10 yrs	Time to peak	= 7.97 hrs
Time interval	= 2 min	Hyd. volume	= 42,737 cuft
Drainage area	= 2.950 ac	Curve number	= 84*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 5.65 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(1.520 x 98) + (0.120 x 65) + (1.310 x 69)] / 2.950



Hydrograph Report

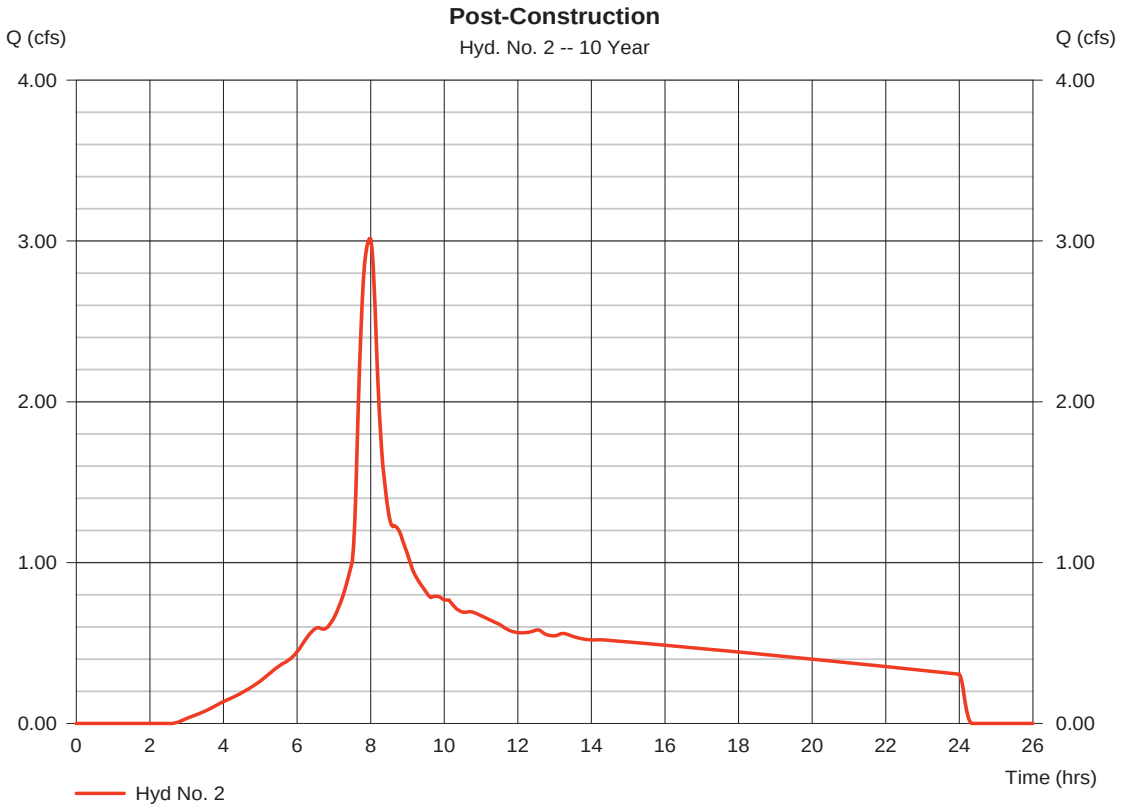
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4 — Thursday, 09 / 1 / 2016

Hyd. No. 2

Post-Construction

Hydrograph type	= SCS Runoff	Peak discharge	= 3.013 cfs
Storm frequency	= 10 yrs	Time to peak	= 7.97 hrs
Time interval	= 2 min	Hyd. volume	= 42,737 cuft
Drainage area	= 2.950 ac	Curve number	= 84*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 10.00 min
Total precip.	= 5.65 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(1.620 x 98) + (0.880 x 69) + (0.450 x 65)] / 2.950



Channel Report

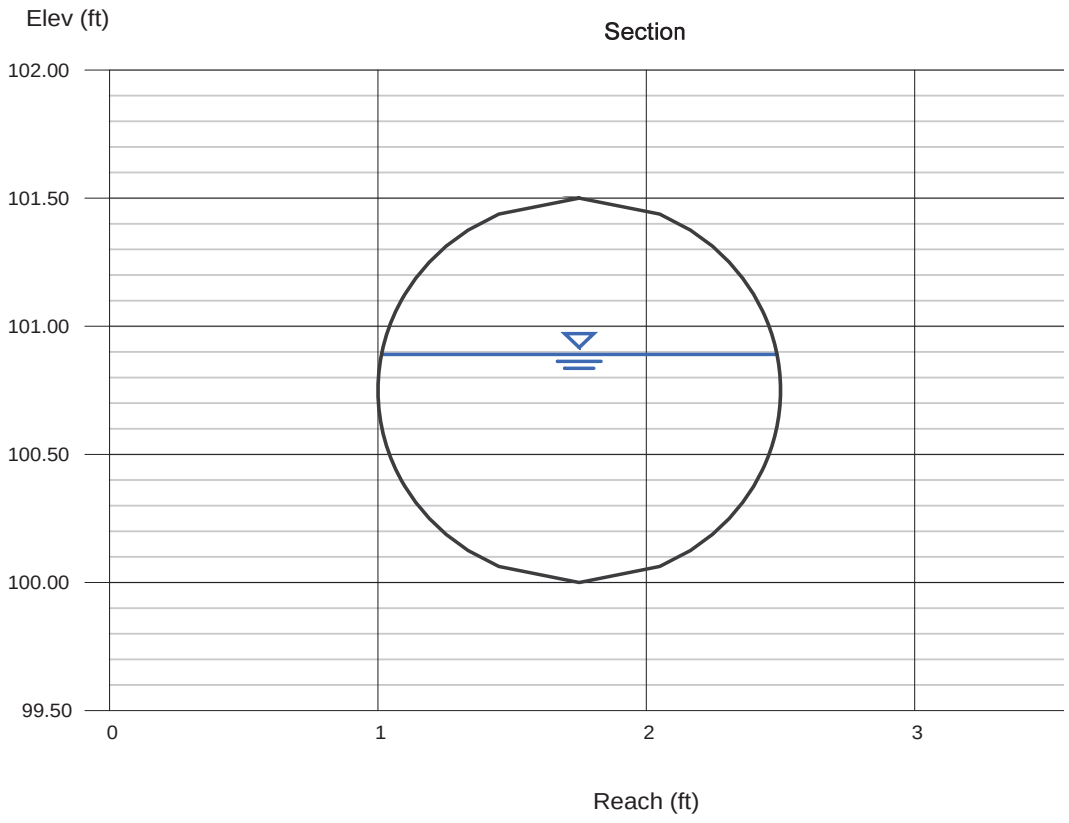
Hydraflow Express Extension for AutoCAD® Civil 3D® 2013 by Autodesk, Inc. Thursday, Sep 1 2016

18-inch Outflow Pipe - Q100

Circular	
Diameter (ft)	= 1.50
Invert Elev (ft)	= 100.00
Slope (%)	= 0.50
N-Value	= 0.012

Calculations	
Compute by:	Known Q
Known Q (cfs)	= 5.26

Highlighted	
Depth (ft)	= 0.89
Q (cfs)	= 5.260
Area (sqft)	= 1.09
Velocity (ft/s)	= 4.81
Wetted Perim (ft)	= 2.64
Crit Depth, Yc (ft)	= 0.88
Top Width (ft)	= 1.47
EGL (ft)	= 1.25



APPENDIX C: PERVIOUS PAVER CURVE NUMBER DOCUMENTATION

SF-RIMA™
A PERMEABLE PAVING STONE SYSTEM



Report Prepared by:

Raymond S. Rollings, Ph.D., P.E.
Marian P. Rollings, Ph.D., P.E.
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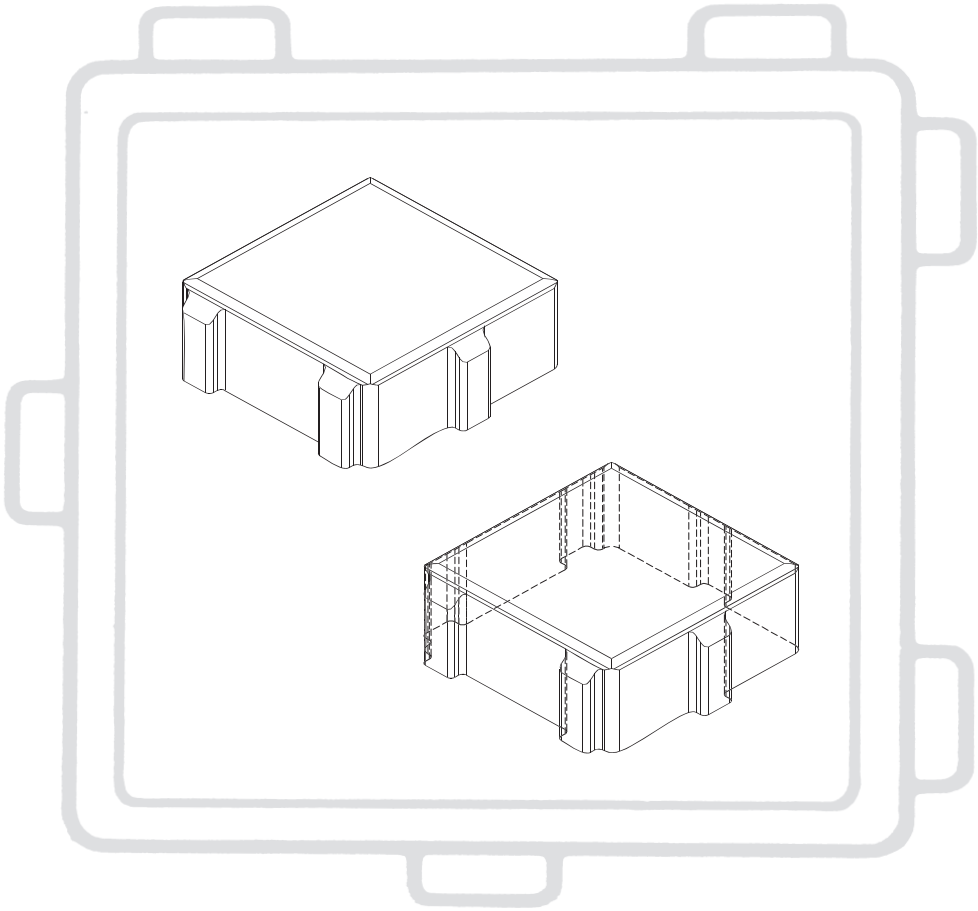
11 Lake Circle Drive
Vicksburg, Mississippi, U.S.A.

Report Prepared for:

SF Concrete Technology, Inc.
2155 Dunwin Dr., Suite 25
Mississauga, Ontario
Canada

June 1999



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SF-RIMA™ PERMEABLE PAVING STONE SYSTEM

INTRODUCTION

Storm-water management is a fundamental aspect of facility engineering, landscape architecture, and site development. Today it is tightly regulated by a variety of federal, state, and local requirements that seek to control amount of runoff discharged into waterways and the quality of the discharge. Depending on the specific locality these regulations may require on-site storm-water retention with controlled rate or quality of discharge limits (or both), mandatory cleaning of discharge (e.g, oil-water separators), limits on the percentage of an area that may be developed, or special fees or taxes on any covered or paved areas that are built.

However, conventional storm-water practices have not proven entirely satisfactory. Professor Ferguson of the University of Georgia noted in the preface to his revolutionary new text on storm-water control (Ferguson 1994) that

> *Too many American cities are caught up in stormwater management practices that are self-defeating and destructive. Too many are clinging to conventions inherited from previous generations despite the growth of scientific knowledge and development of environmental values.*

Storm-water infiltration whereby storm-water management systems are specifically designed to return the storm-water back into the underlying soil rather than allowing it to escape as surface runoff is the most promising new concept for dealing with this issue. Storm-water infiltration reduces pollutant discharge, sedimentation of downstream channels, helps prevent downstream flooding, nourishes existing or develops new wetland areas, and recharges the existing ground-water system. This concept of storm-water management is far more economical and environmentally sustainable than more conventional methods of retention basins and storm sewers. It has been practiced effectively for over a half century in the U.S. with examples in the Southwest where it was used to recharge alluvial aquifers, in various urban watersheds (e.g., Fresno, Los Angeles, and Long Island) and other areas (e.g., Florida, Maryland, Minnesota, and Texas). It is now appropriate for this sound concept to be used more widely.

THE CONCEPT OF A PERMEABLE PAVEMENT

Paved areas are essentially impermeable and are major contributors to storm-water control problems. Not only must all of the water falling on the paved area be collected and handled in some manner, it is a major contributor of pollutants and sediments that degrade natural waters. Ideally, if a pavement could be made permeable so that water simply reentered the soil, a significant portion of the storm-water problem would be solved. However, there are some technical difficulties with achieving this (which in many cases can be overcome), and

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existing permeable pavement surfaces are less than ideal. They tend to be expensive and difficult to maintain, porous asphalt concrete often has stability problems under turning or braking loads and may be vulnerable to stripping (emulsification of the asphalt binder in water), porous or "no fines" portland cement concrete tend to be vulnerable to damage by freezing and thawing (Korhonen and Bayer 1989), and precast portland cement concrete lattice pavers or turf pavers are generally not suitable for sustained traffic.

SF-RIMA™, A NEW PRODUCT FOR PERMEABLE PAVEMENTS

SF-Rima™ is a high-quality portland cement concrete paving stone that can be assembled to provide a high quality pavement surface. The paving stone is 196 mm by 196 mm (7.7 in. by 7.7 in.) in plan and 80-mm (3.1-in.) thick. Protruding from each side are 12-mm (0.5 in.) deep and 30-mm (1.2-in.) wide placement spacers (Figure 1) that provide an open joint between the paving stone (Figure 2). These placement spacers ensure that the typical SF-Rima™ surface will be composed of approximately 10 percent joint area that will be available for storm-water drainage. When these joints are filled with appropriately permeable granular material and the underlying layers are properly designed for drainage, storage, and percolation over time, substantial portions of the storm-water falling on a SF-Rima™ surface can be diverted into the pavement surface where it can be allowed to infiltrate naturally back into the underlying soils. This volume of water no longer contributes to the runoff problem. With proper design and conservative selection of factors of safety, it is appropriate to anticipate the long-term infiltration rate of the SF-Rima™ pavement surface will be 1.1 in./hr (80 l/sec x ha), and much higher rates will be common in the early life of the pavement. The key to making this concept work is proper hydraulic design, adequate structural design, and judicious choice of materials and site conditions.

OVERVIEW OF DESIGN REQUIREMENTS

While SF-Rima™ is new to the United States and Canada, it has been used successfully in Germany for over ten years. The recommendations presented here are heavily based on this German experience, testing, and literature modified to fit North American pavement design and construction practices. The recommendations are necessarily conservative in order to ensure successful introduction of this product to North America, and more extensive technical background and detail are maintained by SF Concrete Technology, Inc. of Missisauga, Canada for those requiring more detailed data. We shall briefly examine the fundamental issues that must be addressed in evaluating candidate sites for permeable pavements made with SF-Rima™ paving stones and then will examine the more detailed requirements involved in the appropriate Hydraulic Design and Structural Design of the pavement.

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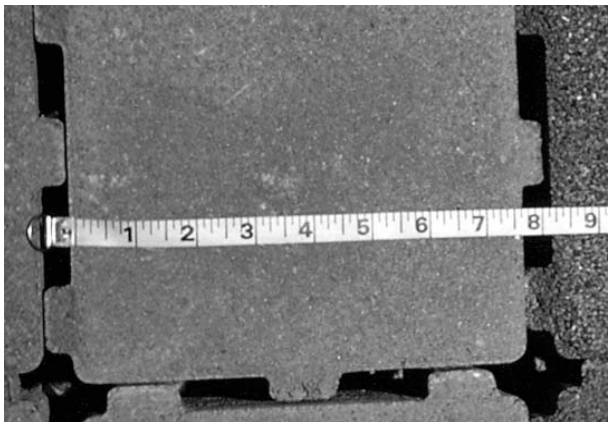

Figure 1. Unfilled Joints in SF-Rima™ Paving Stone Showing Spacers.



Figure 2. SF-Rima™ in Storage Yard to Provide Permeable Pavement

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Site Selection

Not every site will be appropriate for a permeable pavement. First, one must consider if there are adjacent structures or facilities such as basements that would be adversely affected by infiltrating water. Ideally, the subgrade should have a permeability exceeding 5.4 x 10^{-3} cm/sec and clayey soils should be avoided. This will be discussed further later in *Hydraulic Design Considerations*. In addition, the ground-water table should be at least 3 ft below the pavement surface, but it is best if there is at least 6 ft separation. This allows adequate filtration and trapping of contaminants and ensures proper drainage of the pavement structure. Heavily polluted sites such as maintenance areas, refueling areas, or leach pads are poor candidates for any permeable pavement as they run considerable risk of contaminating underlying ground water. Deicing salts applied to pavements have already been identified as a serious potential pollutant from conventional pavements. Consequently, if soluble deicing salts will be used on the pavement, a permeable pavement would only exacerbate the existing pollution problem. If the proposed pavement has a steep grade, a permeable pavement can be a poor choice. Water entering the uphill portion of the pavement will tend to drain out onto the surface of the lower areas rather than percolate into the subgrade. It is best if the permeable pavement has a slope between 0 and 1 percent to maximize the surface water infiltration, and it should generally not have any slopes greater than 5 percent. Steeper slopes increase runoff and minimize water infiltration.

Surface Infiltration

The joint filling material, the bedding layer under the paving stones and the underlying base and subbase courses in the pavement must be designed to allow water drainage in order for the water to penetrate the surface. This is the key to obtaining high infiltration rates - if the joints were simply filled with the local soil, the infiltration rate would be only 10 percent of the local soil infiltration. However, by appropriate selection of the joint filling material so that its permeability is much higher and design for appropriate permeability in the underlying materials, the inflow through the joints will be much higher than the native surrounding soils. For example, a natural lean clay (CL by the unified soil classification system) soil might have a permeability on the order of 10^{-7} cm/sec and a silty sand (SM) might have a permeability on the order of 10^{-5} cm/sec. Proper selection of clean small gravel for filling joints will provide permeability in excess of 10^{-3} cm/sec, 100 times greater than our sandy soil and 10,000 times greater than the clay soil. In this manner, a relatively small total open area in the joints is capable of providing a potentially large infiltration into the pavement structure.

These initially high permeability values will not be maintained throughout the life of the pavement. As fine material, detritus, rubber, vegetative matter, etc. accumulate in the joints, permeability will drop drastically. Unfortunately, there is no way to ascertain at the design stage what level of clogging will occur during the life of the pavement. Such clogging is a natural phenomena and is observed in well filters, geotextile filter fabrics, etc. Attempts at maintaining permeable pavements through sweeping and cleaning have given mixed results (Ferguson 1994). Consequently, the potential for long-term reduction in permeability is probably best handled by careful detailing and use of a generous factor of safety in designing for long-term infiltration.

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The pavement should be designed to minimize surface flows onto the pavement that may be carrying suspended sediment. If it is necessary to divert flows from other areas onto the permeable pavement, a stilling basin, silt fence, filter, or similar structure would be prudent to remove sediment before it flows onto the permeable pavement.

While initial infiltration of SF-Rima™ with small gravel as joint filling may exceed 21.25 in./hr in laboratory tests (Drewes 1989), SF Concrete Technology Inc. recommends that the long-term design infiltration rate for SF-Rima™ is best taken as 1.1 in./hr to allow for differences between laboratory and field conditions, the vagaries of construction in the real world, and the inevitable clogging with fines that will occur during the extended life of the pavement. This value corresponds to results for field infiltration tests on conventional concrete paving blocks with much narrower joints than SF-Rima™ and with sand-filled joints rather than gravel-filled joints recommended for SF-Rima™. As such, it represents a conservative estimate of infiltration capacity very late in the pavement life (say 25 or 30 years) when very substantial clogging has occurred.

Table 1 provides the results of measurements of field infiltration rates for SF-Rima™ for various conditions and joint filling material. Several important aspects of permeable pavement behavior are illustrated in these results. The selection of the joint filling material is critical. Small crushed gravel ("chippings") outperforms sand as a filler by a substantial margin, and sand is a poor choice if long-term infiltration is needed. Permeability of the base course under the SF-Rima™ paving stone will have a major impact on the performance of the system. Also, infiltration decreases with time.

The suggestion of a long-term design infiltration rate of 1.1 in./hr appears to be reasonable and conservative in light of current knowledge and test results. It coincides with the measured infiltration of 20 year old block pavements which should be much less permeable than SF-Rima™ pavements with gravel-filled joints. This design value provides a factor of safety of 20 to laboratory measured infiltration rates, a factor of safety of approximately 8 to infiltration rates measured on new SF-Rima™ paving stones, and a factor of safety of approximately 3 to infiltration rates measured on 4-year old SF-Rima™ paving stones. As new data become available on older SF-Rima™ installations it may become possible to increase this suggested design infiltration rate.

System Design

The SF-Rima™ paving stone surface, the joint filler, the bedding layer upon which the SF-Rima™ paving stone is seated, and the underlying base and subbase courses must be designed as a functional unit (Figure 3). Water must penetrate the surface rapidly, flow unimpeded to the bottom of the pavement structure where it can be allowed to percolate into the subgrade over time. The layers must be designed so that the flowing water does not dislodge and pipe finer particles into underlying layers, and the pavement must be designed to withstand the structural loads applied by vehicular traffic. An example of the design process is shown in Appendix A.

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Table 1. Measured Field Infiltration Rates of SF-Rima™ (data from Borgwardt 1995)					
Inst. No.	Application	Age	Joint Filling	Infiltration Rate	
				l/sec x ha	in/hr
1	Storage Area	New	Chippings, 2/5 mm	640	8.7
2	Parking Lot	2 yrs	Chippings, 2/5 mm	140	2.0
3	Parking Lot	4 yrs	Chippings, 2/5 mm	230	3.2
4	Parking Lot	4 yrs	Chippings, 2/5 mm with vegetation growth	210	2.9
5	Parking Lot	New	Sand	120	1.7
6	Parking Lot	5 yrs	Sand	20	0.3

Notes: All testing done under the direction of Dr. Sönke Borgwardt, a scientific advisor for ecological planning in Hannover, Germany. Testing used a percolating infiltrometer that simulates rainfall onto a sealed 0.2 m^2 area on the pavement surface. Infiltration curves are developed that show an exponential drop in infiltration rate with time that approaches an asymptotic value when the joint materials are saturated. Infiltration rates reported in this table are at 15 minutes which in all tested materials was on the asymptotic portion of the curve as the joint materials were at or near saturation. This indicates the steady, long-term infiltration rate under prolonged rainfall. Chippings are crushed aggregate with all particles between 2 and 5. The sand was appreciably finer with particles between 0 and 2 mm. Test No. 4 was at the same location as No. 3 but was in an unused area where vegetation had begun growing in the joints. Test No. 4 had an asphalt base which had some believe had become plugged with fines and had an unexpectedly low permeability.

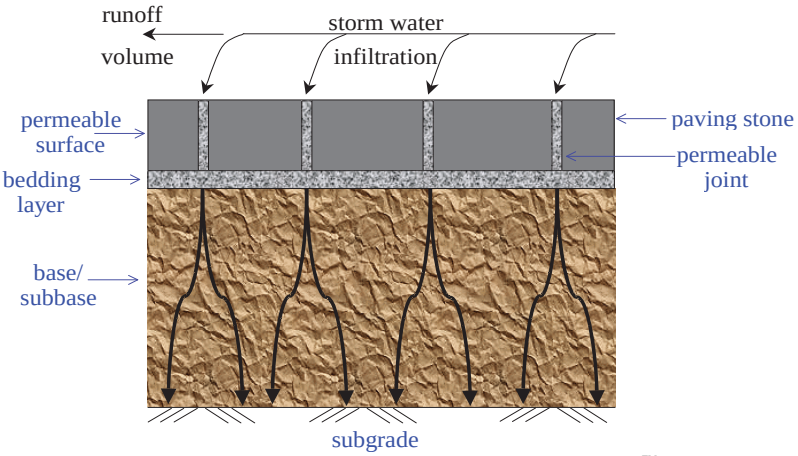

Figure 3. Cross Section of Permeable Pavement with SF-Rima™ Surface

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Design Storm and Regulatory Compliance

The specific storm for which facilities must be designed is generally set by regulatory requirements and typically is expressed as a storm of a specific period and recurrence level. For example, the one-hour, 10-year storm would provide the rainfall expected of a storm lasting one hour and occurring on the average once every ten years. Maps are prepared showing the rainfall intensities or total rainfall expected for different lengths of storm and different recurrence levels in standard government publications (e.g., Department of Commerce 1961, 1964) or handbooks on storm-water design (e.g., Ferguson 1998).

The SF-Rima™ paving stone surface will probably infiltrate the bulk of most storms during its early life, but design should provide additional storm-water control capacity for runoff that develops from the largest storms and which will develop later in the pavement life as permeability drops toward the recommended 1.1 in./hr design rate. SF-Rima™ is capable of significantly reducing runoff from paved surfaces, but a secondary control system will generally be needed (depending on location and specific design storm) to handle the reduced runoff from the pavement, and the SF-Rima™ capacity and the secondary system need to be incorporated with other storm-water control facilities for the site. These additional systems should make maximum use of the new concepts encouraging environmentally sensitive storm-water control and infiltration concepts.

HYDRAULIC DESIGN CONSIDERATIONS

Permeability

The ability of water to flow through a soil or gravel material is usually assessed by the material's coefficient of permeability which is defined to be the rate of discharge of water at 20°C under conditions of laminar flow through a unit cross-section of soil under a unit hydraulic gradient and is expressed in units of length per time (e.g., cm/sec or in./hr). The value of the coefficient of permeability of soils and gravels is a function primarily of its particle size with the percentage of fine particles (particles passing the No. 200 sieve) having a particularly important impact, the distribution of particle sizes or grading of the soil, plasticity characteristics of the soil, and the soil's density. Probably no engineering material property shows as wide a variety of values as does soil permeability which may range from 10^{-10} to 10^{2} cm/sec (12 orders of magnitude).

Determining the coefficient of permeability of a material is difficult. Permeability can be measured in the laboratory using constant head or falling head tests, but laboratory samples seldom are representative of field conditions. There are also empirical equations such as Hazen's equation below that estimate permeability based on grain size characteristics:

$$k = C_1 (D_{10})^2$$

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where k_1 is coefficient of permeability in cm/sec, C_1 is a constant equal to a value between 1.0 and 1.5, and D_{10} is the effective grain or particle size in mm at which 10 percent of the soil particles are finer and which is determined from the soil gradation curve. This equation is only very approximate; it is based on tests with sand; and it neglects the very large effect of density and void ratio on the coefficient of permeability. There are also a variety of different field permeability tests which require skill and experience to interpret accurately. Because permeability is such a difficult parameter to determine accurately, many small projects are designed with a hefty factor of safety and approximate estimates of permeability based on approximate correlations to soil types. Table 2 provides some general estimates of permeability for different soil types, but as with all such generic tables, the data should be used with caution. More comprehensive information on permeability is available from standard references on soil mechanics or on pavement drainage (e.g., Federal Highway Administration 1980 or Cedergran 1974).

Joint and Bedding Layer Materials

Selecting a proper material for the joint filling material and the bedding layer under the SF-Rima™ paving stone is crucial to the success of the infiltration system. German practice calls for this material to have an average permeability of 2×10^{-3} cm/sec or better. In practice, this has been met by crushed fine gravel with particles between 2 and 5 mm (roughly No. 10 to 1/4 in. sieve) or alternatively a somewhat finer gradation between 1 and 3 mm (roughly No. 20 sieve to No. 6 sieve). Aggregate size No. 9 under ASTM D 448 (4.75 mm to 1.18 mm) roughly encompasses both of these standard German gradations. This crushed aggregate offers high interlock and stability, it has sufficient void space to allow rapid infiltration; it is sufficiently fine to allow filling of the joints between stones; and it also allows proper seating of the stone in the bedding layer. The bedding layer is a construction necessity to allow proper leveling of the stones. This layer should be kept to not more than 1 in. in thickness, and excessive thickness of the bedding layer can be detrimental to the structural performance of the pavement. As seen in Table 1 and 2, sands simply will not provide the desired permeability, and they are more prone to clogging than are the coarser gravels. Crusher screenings are unsuitable for these applications because of excess fines.

Base and Subbase Course Materials

The base and subbase courses of the pavement are a major element of the water penetration and storage system of the pavement. They should drain all water that infiltrates into the bedding layer, and consequently, the base should have a permeability greater than the bedding layer. Permeability greater than 10^{-2} cm/sec is recommended for the base course material.

Conventional dense-graded aggregates such as those in ASTM D 1241 or that are commonly used for pavement construction are totally unsuitable for use in a permeable pavement. As seen in Table 2, their permeabilities will normally be far too low because of the content of minus No. 200 material and the high densities to which they are compacted.

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Table 2. General Estimates for Permeability Values for Paving Materials		
Material	Qualifying Notes	Permeability (cm/sec)
Conventional Pavement Surfacing Materials		
Portland Cement Concrete	Leakage through poorly sealed joints and cracks will be much higher	$< 10^{-8}$
Asphaltic Concrete	Highly dependent upon density. Increased leakage at construction joints between lanes, particularly if poorly done.	10^{-3} to 10^{-8}
Typical Base and Subbase Courses, Fill Materials, and predominately Granular Subgrades		
Dense-Graded Base Course	Well-graded, low plasticity, about 5 to 15 percent passing the No. 200 sieve, and very well compacted. Typically, GW-GM, GP-GM, or GM by the unified soil classification system.	10^{-2} to 10^{-6}
Dense-Graded Base with Few or No Fines	Similar to the above but with 0 to 5 percent passing the No. 200 sieve and classifying as GW or GP by the unified soil classification system.	10^{-1} to 10^{-2}
Clayey Gravels	Have significant plastic fines and classify as GW-GC, GP-GC, or GC by the unified soil classification system.	10^{-3} to 10^{-7}
Open-Graded Gravels	Uniformly-graded with few or no small sand sizes. Designed to provide good drainage and classifying as GP. Typical example is No. 57 stone in ASTM D 448	10^{-1} to 10^{2}
Well-Graded Sand with Few or No Fines	Often sold as a concrete sand and classifying as SW or SP by the unified soil classification system.	10^{-2} to 10^{-4}
Silty Sands	Typically classifying as SP-SM, SW-SM, or SM.	10^{-3} to 10^{-7}
Clayey Sands	Typically classifying as SP-SC, SW-SC, or SC.	10^{-6} to 10^{-8}
Poorly-Graded Sands	Typically classifying as SP. Examples would be beach or filter sands.	10^{-1} to 10^{-3}
Typical Fine-Grained Subgrade Materials		
Silts	Typically classifying as ML or MH.	10^{-4} to 10^{-9}
Lean Clays	Typically classifying as CL or CL-ML.	$< 10^{-6}$
Highly Plastic Clays	Typically classifying as CH.	$< 10^{-8}$

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Generally, the base course will have to be a special material selected for its high drainage capacity. This will normally be an open-graded material such as a size No. 357 (2 in. to No. 4), No. 467 (1 ½ in. to No. 4), No. 57 (1 in. to No. 4), or No. 67 (¾ in. to No. 4) stone from ASTM D 448. This material should be crushed so that it has a high degree of stability as well as high drainage capacity. These open-graded materials are sometimes difficult to work with during construction as they are unstable under foot and vehicle traffic unless they are confined in the pavement structure. For that reason they are sometimes "choked" with a finer gravel which provides a more stable operating surface. The choking material is spread over the surface in a thin layer (~ ½ in.) and worked into the surface voids of the open-graded material by wetting and rolling with a vibratory roller (analogous to the old-fashioned Macadam pavement construction). The finer gravel helps fill in the surface voids, but because it contains no fines or fine sand particles, it still maintains a high permeability in the system. Alternatively, a gradation that has a wider spectrum of particle sizes but does not include fine sands and minus No. 200 material will provide superior stability, especially during construction activities and may still provide adequate permeability. Table 3 shows a very open-graded gradation, a choke stone gradation that may be used with it to improve surface stability of the open-graded stone, and a less permeable but still rapid-draining graded material that the U.S. Army Corps of Engineers currently recommends for use as possible drainage media in pavements. Small additions of asphalt cement and portland cement have been used to stabilize open-graded drainage layers, but extreme care must be used to ensure that only a minimal amount of binder is used to coat and secure the particles but still leave the void structure unfilled.

Conventional compaction tests are almost impossible to run on these open-graded granular materials and accurate measurement of the in-situ density is almost impossible in the field. Consequently, it is more common to specify a method of compaction rather than try to specify a certain percentage of a laboratory density as is customarily done. A minimum of six coverages with a 10-ton (static weight) vibratory roller has been used as a specification requirement for compaction of some drainage layers within pavements.

Depending on specific structural requirements, design storm, and subgrade permeability, it may be possible to use a less expensive and less open-graded material for a subbase below the base course. However, design calculations should establish the permeability needed to accomplish the project objectives.

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Table 3. Suggested Requirements for Granular Drainage Materials in Pavements (U.S. Army Corps of Engineers 1992)

Property	Open-Graded Drainage Material		Graded, Rapid-Draining Material
	Open-Graded Material	Optional Choke Stone	
Gradation, Sieve Size			
1½ in.	100	100	100
1 in.	95 - 100	100	70 - 100
¾ in.	--	100	55 - 100
½ in.	25 - 80	100	40 - 80
⅜ in.	--	80 - 100	30 - 65
No. 4	0 - 10	10 - 100	10 - 50
No. 8	0 - 5	5 - 40	0 - 25
No. 16	--	0 -10	0 - 5
ASTM Size Designation (D 448)	~ No. 57	No. 8	None
Design CBR	80	80	--
Effective Porosity	0.32	--	0.25
Approximate Permeability cm/sec	> 1	--	10^{-1} - 1
Quality Requirements			
Crushed Particles, %	90	90	90
C_u	--	--	> 3.5
LA Abrasion, %	< 40	--	< 40

Notes: $C_u = D_{60}/D_{10}$. The Corps of Engineers open-graded gradation deviates from ASTM Size No. 57 stone at the ½ in. sieve where it allows 80 percent passing rather than 60 percent. Choke stone is spread and vibrated into surface of open-graded material to improve surface stability for construction activities if desired. Only sufficient material to fill and stabilize surface voids is used. If choke stone is used it must also meet the following filter criteria: $D_{15\ \text{Open- Grade}}/D_{50\ \text{Choke Stone}} < 5$ and $D_{50\ \text{Open-Grade}}/D_{50\ \text{Choke Stone}} > 2$.

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The base and subbase also serve as storage basins to hold the water while it percolates into the subgrade. The quantity of water that may be held can be determined by

$$V = 1 - \frac{\gamma_d}{G_s \gamma_w}$$

where V is the volume of water in one cubic foot of soil or aggregate, γ_d is the dry unit weight of the soil or aggregate, G_s = specific gravity of the soil or aggregate, and γ_w is the unit weight of water, usually taken as 62.4 lb/ft^3. The volume of water storage available in the base and subbase must exceed that expected to infiltrate during the design storm.

Subgrade

If a subgrade has an inadequate permeability, it will tend to have a high percentage of minus No. 200 sieve fines and may also be plastic. Such materials are likely to lose strength in the presence of moisture and may pose structural and behavior problems (e.g., some clays are highly expansive when their moisture content increases). In addition, as the subgrade permeability drops, it will take increasingly long times for the water within the pavement structure to percolate into the soil. Consequently, the subgrade permeability under pavements to be subjected to vehicular traffic should be equal to 10^{-3} cm/sec in most cases to ensure a successful application of permeable pavement concepts. Ideally, the subgrade should have less than 5 percent passing the No. 200 sieve, but subgrades with up to 25 percent passing may be adequate depending on their specific characteristics and the site conditions. It may be feasible to design adequate systems for other soils, but this will require some significant engineering effort to achieve success. Such applications must be examined carefully on a case-by-case basis. Obviously pedestrian walkways and plazas not subject to traffic loads can be designed for more impermeable subgrades.

Filter Requirements

As water flows through granular materials, fine particles can be dislodged from one material and deposited in the pores of the next material. This will result in clogging and loss of permeability in the zones where these fine particles accumulate. To prevent this, materials adjacent to one another must meet filter criteria which essentially ensures that the relative particle sizes for two adjacent materials are compatible, and this internal erosion of particles will not occur. Meeting these requirements in a permeable pavement is crucial and essentially requires checking filter criteria for jointing and bedding materials (if two different materials are used, the bedding material and the base course, the base and the subbase course, and the subbase and subgrade interfaces.) Table 4 shows filter criteria that are commonly used in the U.S. and Canada. If the criteria cannot be met, an alternative material must be substituted for one of the materials, an intermediate material at least 4 in. thick that can meet the filter criteria must be placed between the layers, or a geosynthetic filter cloth can be used to separate the layers. Meeting filter requirements may prove to be the difficult part, but it is crucial to the long-term success of the project.

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Table 4. Recommended Filter Criteria

Source	Criteria	Limitations
Soils and Aggregates		
Federal Highway Administration (1980) and Corps of Engineers (1979)	$D_{15\ layer\ 1}/D_{15\ layer\ 2} \geq 5$ $D_{15\ layer\ 1}/D_{85\ layer\ 2} \leq 5$ $D_{50\ layer\ 1}/D_{50\ layer\ 2} \leq 25$	no gap graded material, $C_u \leq 20$ (suggested), and D_5 of layer 1 ≥ 0.074 (suggested)
U.S. Bureau of Reclamation (1974)	$5 \leq D_{50\ layer\ 1}/D_{50\ layer\ 2} \leq 10$ $12 \leq D_{15\ layer\ 1}/D_{15\ layer\ 2} \leq 40$ $12 \leq D_{50\ layer\ 1}/D_{50\ layer\ 2} \leq 58$ $6 \leq D_{15\ layer\ 1}/D_{15\ layer\ 2} \leq 18$ $9 \leq D_{50\ layer\ 1}/D_{50\ layer\ 2} \leq 30$	for uniformly graded filters for graded filters with rounded particles for graded filters with crushed particles
Geosynthetics		
AASHTO (1991)	$O_{95} < 0.59$ mm ($AOS_{fabric} \geq$ No. 30 sieve) $O_{95} < 0.30$ mm ($AOS_{fabric} \geq$ No. 50 sieve)	for soils ≤ 50% passing No. 200 sieve for soils > 50% passing No. 200 sieve
Department of the Army (1995)	AOS < 0.6 mm (> No. 30) POA ≥ 10% or $k_G \geq 5\ k_S$ AOS < 0.6 mm (>No. 30) POA ≥ 4% or $k_G \geq 5\ k_S$ AOS < 0.297 mm POA ≥ 4% or $k_G \geq 5\ k_S$ AOS < 0.297 mm $k_G \geq 5\ k_S$	for soils with < 5% passing No. 200 sieve for soils with 5 to 50% passing No. 200 sieve for soils with 50 to 85% passing No. 200 sieve for soils with > 85% passing No. 200 sieve

Notes: (1) $C_u = D_{60}/D_{10}$

(2) D_x is particle size at which x percent of the particles are finer. Determined from gradation curve. D_{10} is the size particle of a soil or aggregate gradation for which 10 percent of the particles are smaller and 90 percent are coarser.

(3) Water flow is from layer 2 to layer 1. See example problem in Appendix A for detailed discussion and example of application.

(4) O_x is geotextile opening size corresponding to x particle size based on dry glass bead sieving. Hence O_{95} is the geotextile opening size for which 95 percent of the holes are smaller. AOS is apparent opening size is essentially the same but normally is defined as a sieve number rather than a size (ASTM D 4751). POA is percent open area (for woven fabrics only). Permeability of the soil and geotextile (nonwoven only) are designated k_S and k_G respectively.

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Construction

Care is needed during construction to prevent contamination and plugging of the voids in the drainage and filter materials. This can arise from a variety of sources: dirt and mud tracked onto surfaces by construction surfaces, sedimentation from storm-water runoff from adjacent areas where adequate drainage and protection has not been provided, wind-blown particles from adjacent areas that are stripped of cover and left unprotected during construction, etc. It is best if construction traffic can be kept off of the drainage and filter materials, but on large projects this may not be practical. In such cases, it may be prudent to establish a on-site station to rinse off equipment tires and undercarriages before they are allowed to travel on these materials. If a drainage or filter material is contaminated by construction activities it will have to be removed and replaced. It is prudent to always inspect the surface of each layer just prior to placement of the next layer to ensure inadvertent contamination has not occurred.

Use with Existing Runoff Design Methods

The two most common methods of estimating rainfall runoff and flows are the old "Rational" method and the newer Soil Conservation Service or SCS method. In the Rational method peak flows are calculated using a runoff coefficient or cover factor that varies from 0.1 for porous undeveloped lands to 0.95 for impervious paved areas. The Soil Conservation Service uses a "curve number" or CN that varies with the soil type and land use. The CN might vary from around 30 for a meadow with permeable soils to 98 for impervious roofs and pavements. Both methods of determining rainfall flows are used in the U.S. today. The SCS method is well documented (U.S. Soil Conservation Service 1986) and is coming into increasingly wider acceptance. The rational method is simple to use, but is best suited to small drainage basins of 200 acres or less.

SCS Method. The SCS method is always based on the 24 hour rainfall, and the designer or regulatory agency selects the storm recurrence period (e.g., two-year, a 24-hour storm, a ten-year 24-hour storm, etc.). This design storm is used to establish the design 24 -hour precipitation for which facilities will be designed and upon which runoff calculations will be based. The following discussion provides only a brief introduction to the SCS method, and the reader is referred to the SCS documentation (U.S. Soil Conservation Service 1986) or other appropriate professional references on this topic for complete explanation of the system and its limitations and assumptions. The basic calculation in the Soil Conservation Service method is the determination of the depth of runoff, and this is accomplished using the following equation:

$$D = \frac{(P - I)^2}{(P - I + S)}$$

where D = depth of runoff (in.)
P = depth of 24 hour rainfall
I = initial abstraction or loss of rainfall before runoff begins, often approximately 0.2S
S = (1000/CN)-10
CN = curve number which is a function of the drainage area's soil and land use

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Since SF-Rima™ paving stone is a new product and concept, there is no established method of incorporating it into the SCS sytem. However, it is possible to estimate the approximate CN value that would be appropriate for a properly designed SF-Rima™ surface. If one uses the long-term design infiltration rate of 1.1 in. per hour discussed earlier as the infiltration before runoff begins and if the initial abstraction of 0.2S is accepted, the equivalent curve number or CN for SF-Rima™ paving stone can be estimated to be

$$S = \frac{I_a}{0.2} = \frac{1.1}{0.2} = 5.5 = \frac{1{,}000}{CN} - 10$$

and

$$CN = \frac{1{,}000}{15.5} = 64.5$$

With these assumptions a paved area with SF-Rima™ stone at a period late in its life would have an approximate curve number, CN, of 65. Table 5 provides a sample of different curve numbers for different conditions and reveals the SF-Rima™ stone would have infiltration rates superior to a gravel-road and intermediate between a grass covered lawn with a B soil group and a C soil group. To use this estimated CN value, the designer should also check that the water storage capacity within the pavement will be adequate to store the water until it has a chance to infiltrate into the subgrade. Since the initial abstraction, I_a, of SF-Rima™ is based on infiltration and storage into granular materials, there is no difference in CN number for different subgrade soils in Table 5. However, as noted earlier, SF-Rima™ stone is best suited for well-drained soils and its use on fine-grained or clayey soils would require intensive engineering and study to be sure that it would function adequately.

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Table 5. Sample SCS Curve Numbers (CN) for Different Conditions					
		Hydrological Soil Group			
Surface Cover	Use and Conditions	A	B	C	D
Woods	no grazing, litter and brush cover soil	30	55	70	77
	heavy grazing or burning destroys litter	45	66	77	83
Meadow	grass mowed for hay, not grazed	30	58	71	78
Pasture	> 75% ground cover, light grazing	39	61	74	80
	50 - 75% ground cover	49	69	79	84
Row Crops	straight rows, high density, ≥20% residue cover	67	78	85	89
Lawn, Turf	>75% cover	39	61	74	80
	50 - 75% cover	49	69	79	84
Newly Graded Soil	No vegetation or pavement	77	82	87	89
Pavements	gravel surface to include right-of way	76	85	87	89
	paved roads and adjacent swales	83	89	92	93
	impervious pavements and roofs	98	98	98	98
	SF-Rima Stone (estimated)	65	65	65	65
Notes: Table is illustrative only to show relative SF-Rima™ CN value. Consult Soil Conservation Service (1986) for comprehensive tables and definitions. Soil group A soils are well-drained sandy and gravelly soils, B soils are moderately well-drained with mixed fine and coarse soil particle texture, C soils are moderately fine to fine textured with low infiltration rates, and D soils are clay soils with high runoff potential					

Rational Method. The rational method is over 100 years old and is described in almost any handbook on runoff calculations or hydraulic design. Over its long history some different variations have developed. The fundamental basis of the rational method is the following equation to calculate peak flow, Q, which was originally intended to be used to size culverts:

$$Q = CIA$$

where Q = peak flow in cubic feet per second
I = design rainfall intensity in inches per hour
A = drainage area in acres
C = runoff coefficient

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The runoff coefficient reflects the drainage areas cover, soil, slopes, etc. (e.g., C for forest = 0.1 to 0.3, C for turf or meadow = 0.1 to 0.4, C for pavement = 0.8 to 1.0, etc.). There are a variety of different compilations for suggested C values which provide different values for similar site conditions. An appropriate C value for SF-Rima™ stone can be estimated as

$$C = \frac{I\text{-}1.1}{I}$$

Where I is the design rainfall intensity in in./hr and 1.1 in./hr is the long-term design infiltration rate. This assumes 100 percent runoff of all water that is not infiltrated through the SF-Rima joints, and the designer needs to confirm the internal water storage capacity within the pavement is adequate to handle the total volume of water infiltrated by the design storm. Once the internal storage capacity within the joints, bedding layer, base, and subbase is full, runoff would be 100 percent.

STRUCTURAL DESIGN CONSIDERATIONS

The pavement must have the structural design capacity to withstand the anticipated loads. There are two fundamental aspects to providing structural capacity. First, the materials used within the pavement system must be structurally sound and able to withstand the loads. Second, the thickness of the pavement must be sufficient to distribute the surface loads over a large enough area to avoid shear deformations in the subgrade.

Material Requirements

Material requirements identified for hydraulic design considerations were very stringent in order to achieve the desired long-term infiltration capacities. Materials used in the pavement (joint filler, bedding layer, base, subbase, and filters as needed) are essentially granular materials and in most cases are crushed materials. This should provide a high degree of strength. All of these materials must be nonplastic (ASTM D 4318) which is more stringent than normally used in pavement construction. However, because of the large volumes of water passing through the pavement structure, it will be necessary to avoid plastic materials which are vulnerable to losing strength when wet. The permeability requirements generally require that all of the materials have little to no fines which also avoids development of pore pressures under load and loss of strength.

Pavement materials are compacted for two reasons: (1) to avoid densification under traffic and (2) to achieve strength and other engineering properties in the field at least equal to those assumed in design. From a water infiltration point of view, we wish to limit compaction as increased compaction translates into reduced permeability. However, compaction levels to be achieved in the field are based on engineering requirements and generally should not be waived without careful evaluation of the implications. Rollings and Rollings (1996) provides an

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extensive discussion of compaction and its effects on soils and aggregates. In general, it will be necessary for all portions of trafficked SF-Rima™ pavements to be compacted to levels equivalent to those used in conventional pavements.

The very rapid draining nature and very low fine content of materials used in SF-Rima™ pavements should avoid problems with frost and frost heave within the pavement structure. In the unusual combination where water from rain or thawing snow is caught within the pavement system by sustained freezing temperatures the existing water in the system will expand by 9 percent. However, the lack of fines within the base, subbase, bedding layer, and joint filling material prevents highly destructive ice lenses formed by the migration of unfrozen water to the freezing zone from occurring within the SF-Rima™ pavement system. This ice lens formation is the phenomenon that causes the frost heaves in conventional pavements in severe climates that are so destructive to pavements and aggravating to motorists. The open void structure of the materials used in the SF-Rima™ pavement allows room to accommodate some volume expansion from freezing. In the unusual situation where the whole system is saturated and then is rapidly frozen some heave is possible, but the modular nature of the SF-Rima™ pavement surface accommodates such heave far better than conventional pavement surfaces. This product has been used successfully in Germany for over 10 years now and has demonstrated its ability to perform satisfactorily under wet and cold winter conditions. In frost regions, the effects of freezing on the subgrade soils will have to be evaluated as for any other pavement.

Thickness Design Methods

Modular concrete systems such as SF-Rima™ provide a high-quality pavement surface. However, these are flexible pavements as are asphalt concrete surfaced pavements. It is the overall thickness and quality of the base and subbase and strength of the subgrade that provide the structural capacity of the pavement. SF-Rima™ is a wearing surface, and like all flexible pavement surfaces, its contribution to the pavement structural capacity is modest. SF-Rima™ will not make up for inadequate base, subbase, or thickness in the pavement.

Considerable work has been done examining behavior of conventional concrete paving blocks with relatively narrow sand filled joints. These studies are extensively reported and discussed in the proceedings of the international conferences on concrete paving blocks that are held every four years. SF Concrete Technology or the authors of this report can assist the reader desiring more detail on this topic in locating these references. Rollings et al (1992) provides a summary and contrast of different structural design concepts for these conventional concrete paving block pavements. These past studies have confirmed that these pavements behave as flexible pavements and provided basic approaches for structural design. Structurally, SF-Rima™ behaves as does a conventional block pavement. It has wider joints which will tend to reduce its stiffness somewhat, but it also has a high-quality crushed aggregate as a joint filler rather than sand which should tend to increase its resistance to deformation. Because extensive structural testing has not been carried out with SF-Rima™, it is probably best to use a conservative approach to interpreting design guidance for conventional blocks. There are three fundamental approaches to structural thickness design of block pavements that can be adapted to use with SF-Rima™. Only a quick summary of how to adapt existing design methods can be provided here.

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Equivalent Thickness. In this approach, a conventional asphalt concrete pavement thickness is designed using any existing design method. Then the SF-Rima™ stone is simply used as a direct one-for-one substitution of the existing design. The 80-mm thick SF-Rima™ stone and 1-in. thick bedding layer simply comprise the top 4 in. of the existing design requirements. The subgrade strength will have a major impact on the total design thickness. The base and subbase and filter courses as required are used to provide the remainder of the pavement thickness. In many cases, particularly if traffic loads are relatively light, hydraulic design considerations (water volume storage, filter requirements, etc.) may control the thickness of the pavement rather than structural load supporting requirements. This approach is easy, and it is easily adapted to situations where an agency requires a specific design approach.

AASHTO. The AASHTO design method or some modification of it is widely used by state departments of transportation. This design approach is based on the AASHO road tests and uses an empirical equation to relate passes of an equivalent 18 kip axle load to the structural capacity of the pavement (represented by a structural number or SN) and the serviceability index of the pavement. The major problem with adapting SF-Rima™ to this design approach is identifying an appropriate layer coefficient (a_1) for determining the structural number of the pavement. Rada et al (1990) estimated that an appropriate AASHTO layer coefficient (a_1) for conventional paving blocks and bedding layer would be initially 0.26 with it increasing with traffic as the system locks up and stiffens until a value of 0.44 at 10,000 equivalent axle load repetitions. This should be adequate for SF-Rima™ also.

Layered Elastic Design. Several pavement design methods have been published in recent years that use the layered elastic analytical model to calculate strains in the pavement and use these calculations as a basis for design of the pavement. Each layer in the pavement has to be represented by a modulus of elasticity and Poisson's ratio to allow the calculations to be made. Obviously, SF-Rima™ is not a continuous, linearly elastic medium so an equivalent effective modulus and Poisson's ratio are needed to allow design with this technique. A variety of investigators have used different techniques to determine an effective modulus for conventional blocks, and an effective modulus in the range of 150,000 to 650,000 psi appears reasonable for conventional block pavement surfaces (Rollings et al 1992). For SF-Rima™, with which we have less experience than conventional paving block, a lower design value in the range of 200,000 psi would appear prudent at this time. Poisson's ratio should be taken as appropriate for a granular material and should probably be 0.30 to 0.35.

CONCLUSIONS

Our view on the world today is changing. Concepts of *sustainable development* or *green development* have moved from the esoteric world of the academic and the polarized rhetoric of the activist to the pragmatic worlds of development, engineering, and construction. SF-Rima™ permeable paving stones provide us with a tool with which we can design new approaches to control storm water. Rather than being forced to deal with the massive quantities of runoff from our paved surfaces, we can now develop methods of allowing portions of this water to enter the pavement and infiltrate into the native soils. This reduces the quantity of runoff for which we must make provisions, reduces downstream pollution and sedimentation, and allows for desirable

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recharge of our natural ground-water system. With SF-Rima™ a whole new approach to dealing with storm water is available and that is fully compatible with modern concepts of sustainable development.

While SF-Rima™ is new in North America, it has a decade of successful past use in Germany. Because of this past experience and lack of any similar experience in North America, this document has relied heavily on German experiences and practices and has been purposely conservative in interpretation of available information. Not every site or subgrade is suitable for a permeable pavement, and this document has tried to identify those conditions under which the greatest success can be expected. Proper selection of materials to use with the SF-Rima™ paving stones is crucial, and this document has suggested appropriate materials for use as the joint filler, bedding layer, and in the base and subbase courses. The water flow within the pavement can wash particles from one layer to another so it is crucial that filter criteria such as that in Table 4 be met. Since this is a new product, existing runoff design methods and structural pavement design methods do not specifically address SF-Rima™ systems. Available information has been used to provide methods of adapting the two most commonly used runoff design methods and three different pavement structural design methods to accommodate SF-Rima™, and its unique characteristics. As more experience is gained with this product here in North America, practices with SF-Rima™ will also evolve further.

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APPENDIX A: EXAMPLE DESIGN PROBLEM

This example is illustrative only and is to demonstrate the steps and considerations involved in designing an SF-Rima™ pavement. Several aspects are highly simplified in this example to allow a simple presentation of the concepts. Actual designs should be done by professionals who are cognizant of the technical and regulatory issues involved in this type of engineering work.

A parking lot for a new car dealership is to be built to minimize runoff using a SF-Rima™ surface. The rational method will be used for storm-water design, and the design storm intensity for this example will be 2 in./hr (the actual design storm is selected based on local regulatory requirements or if there is none, it is a matter for professional engineering judgement based on local climate, site conditions, and criticality of the facilities that may be affected by storm-water runoff). The subgrade soil is a poorly-graded sand. A crushed fine aggregate is available for the joint filling material, and a crushed aggregate meeting the Corps of Engineers requirements for a rapid draining material in Table 3 is available for the base course material. The gradations for the subgrades and these construction materials are shown in Figure A1.

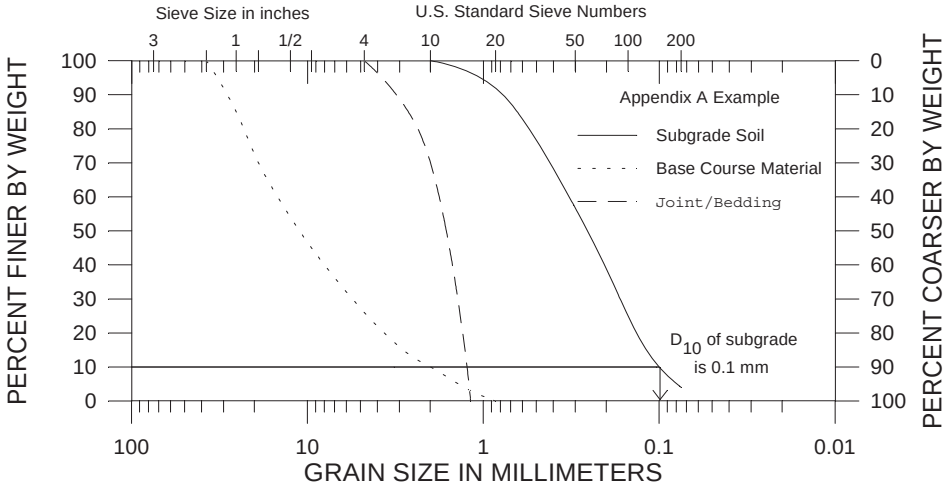

Figure A1. Material Gradations for Example Problem and Showing Calculation of D_{10} Value for the Subgrade

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Site Suitability

The subgrade is a poorly graded sand with only 4 percent passing the No. 200 sieve which would lead one to expect a permeability of 10^{-2} to 10^{-4} cm/sec based on Table 2. Hazen's equation (pg 8) would estimate a permeability of 1.0 to 1.5 x 10^{-2}. More sophisticated analysis and testing could be done in the field or laboratory, but it appears that the subgrade will meet or exceed the desired target permeability of 5.4 x 10^{-3} cm/sec or better. For the purpose of this example, the other site suitability limitations (e.g., depth to water table, slope, adjacent facilities, etc.) given earlier in the *Site Selection* portion of this report will be presumed to be met.

Materials

The joint, bedding, and base course materials meet the limitations on suggested gradations and should have adequate permeability. Other requirements relating to quality, soundness, and durability will be presumed to be met for this example.

Filter Requirements

Table 4 provides the filter requirements for preventing piping within the pavement materials, and these are expressed in terms of relative ratios of critical particle sizes. These are selected from Figure A1 in exactly the same manner as the D_{10} value for the subgrade was done for the calculation with Hazen's equation. These critical particle sizes are shown in Table A1 and are determined directly from the gradation curves in Figure A1.

Table A1. Critical Particle Sizes in mm

Soil	D_{10}	D_{15}	D_{50}	D_{60}	D_{85}
Subgrade	0.10	0.12	0.25	0.32	0.63
Base	2.0	2.8	11	15	25
Joint/Bedding Material	1.1	1.3	1.6	1.8	2.7

Notes: D_x is defined to be the particle size in mm from a soil's gradation curve for which x percent of the soil's particle are smaller, e.g., D_{10} is the particle size for which 10 percent of a soil's particles are smaller and 90 percent are larger.

These critical particle sizes are then used to check the filter criteria in Table 4. The Federal Highway/Corps of Engineers criteria from Table 4 will be used for this example and the results are shown in Table A2.

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Table A2. Comparison with Filter Criteria				
Parameter	D_{15}/D_{15}	D_{15}/D_{85}	D_{50}/D_{50}	$C_u = D_{60}/D_{10}$
FHWA/COE Criteria from Table 4	≥5	≤5	≤25	≤20
Joint/Bedding Material to Base Course	2.2	1.04	6.88	7.5 (base)
Base Course to Subgrade	0.04	0.005	0.02	3.2 (subgrade)
Subgrade to Base Course	23.3	4.46	44	7.5 (base)

To properly interpret the filter criteria of Table 4, it is useful to understand the origin and intent of the various requirements. The D_{15}/D_{15} and D_{15}/D_{85} ratios are the original criteria developed from empirical tests for filters for soil mechanics applications during the first half of the twentieth century. The D_{15}/D_{15} ratio ensures that the permeability of the material (layer 1 in Table 4, also often referred to as the filter layer in soil mechanics texts) into which the water flows is much higher than the soil from which it exits. This avoids developing seepage pressures at the interface between the layers. For the SF-Rima™ pavement it ensures that the underlying material can drain the water in the layer above very rapidly, and no backup occurs in the upper layer. The D_{15}/D_{85} ratio checks that fine particles in layer 2 (often referred to as the protected soil in soil mechanics texts) cannot be carried by flowing water into the matrix of layer 1. The D_{50}/D_{50} ratio is another check added later to avoid internal erosion of particles. The C_u limitation tries to avoid problems with segregation (separating of the material into pockets of coarse and fine material in the course of its being handled by equipment) within the material during placement. The limitation that a filter material contain less than 5 percent passing the No. 200 sieve (D_5 of layer 1 ≥ 0.074 in Table 4) was added for filters in pavement systems that were between a subsurface drainage layer and another material in the pavement that was to be protected from internal erosion. This requirement was meant to minimize the amount of fine material in the filter that was available to wash into a drainage layer; desirable but again not mandatory.

For this example problem, we want to consider three potential interfaces where problems may develop as water flows from (1) the joint and bedding layer material (layer 2 in Table 4) to the base course material (layer 1 in Table 4), (2) base course to the subgrade, and (3) subgrade to the base course. The calculations for the filter criteria are shown in Table A2, and we will now examine the implications for each interface.

Joint/Bedding Layer to Base Course. The D_{15}/D_{85} and the D_{50}/D_{50} protection against internal migration of particles are easily met. Similarly, the desirable requirements for C_u and D_5 are met. The problem arises with the D_{15}/D_{15} ratio to ensure high permeability; it fails to reach the desired level. Because this is a permeability issue as opposed to filtration, addition of a geotextile at the interface will not solve the problem. Ideally, either a finer bedding layer or a coarser base course is needed. The criteria for filters suggests that if the currently selected jointing/bedding material is used the D_{15} of the base course should be at least 6.5 mm which requires an open- graded aggregate. This can be met by changing to the open-graded aggregate

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in Table 3, an ASTM size No. 57 stone for the base course, or by a coarser gradation of the rapid-draining material in Table 3. Alternatively, the joint/bedding layer could be changed so that its D_{15} value is no more than 0.56 mm. This is finer than the suggested gradation for joint/bedding materials so a change in the base course is needed.

Base Course to Subgrade. The permeability requirement (D_{15}/D_{15}) is not met, but this is to be expected since the objective of the pavement is to allow infiltration to occur over time. The length of time this requires will be discussed in a following section. The requirements for internal erosion and piping and C_u are met.

Subgrade to Base Course. Normally water will flow from the base course to the subgrade, but the situation can be reversed. This may occur because of a rise in the water table or during the spring thaw period or more likely due to dynamic pressures of traffic or by water flowing in from the shoulders or sides of the pavement. These materials fail the D_{50}/D_{50} criteria for protection against internal erosion of particles (i.e., finer particles in the sand may wash into the base course material). This can be remedied by using a finer-graded subbase material between the base course and subgrade or by placing a geotextile to serve as a filter between the two materials.

In this example problem, the materials do not meet the specified filter requirements and alternate materials must be used. However, the remaining design calculations will be examined to illustrate the design steps.

Storm-Water Runoff Calculations

The runoff coefficient for the Rational Method (pg 16) can be estimated for a SF-Rima™ pavement as

$$C = \frac{I\text{-}1.1}{I} = \frac{2\text{-}1.1}{2} = 0.45$$

Hence, the peak flow will be

$$Q = CIA = 0.45 \text{ x } 2 \text{ x } A = 0.9 \textit{ cfs per acre of the site}$$

For this storm intensity, 1.1 in. of the rain will infiltrate into the pavement and only 0.9-in. has to be accommodated in another storm-water control system. This surface storm-water control system can then use other modern infiltration concepts such infiltration basins, subsurface reservoirs, or wells (Ferguson 1994) to obtain the maximum ecological benefit.

Conventional asphalt or concrete pavements would typically have C values of 0.8 to 1.0. Consequently, use of a SF-Rima™ pavement system has reduced the surface runoff to approximately half that required for a conventional pavement.

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Storage Capacity

The base course must provide sufficient storage capacity to hold the design storm water that infiltrates through the SF-Rima™ surface. To determine this one needs to know the dry density and the specific gravity of the base course material (pg 12). The dry density of the base course can be determined in the laboratory by running an appropriate compaction test representative of the final placement conditions (e.g., 95% modified density, 100% standard density, etc., see Rollings and Rollings 1996 for a discussion of compaction tests and specifications). The specific gravity of aggregates is also a simple laboratory test, and many aggregates will have a value of approximately 2.65. For this example, we will use a in-situ dry density of 135 lb/ft^3 and a specific gravity of 2.65. Then the volume of water that can be held within the voids in one cubic foot of base course aggregate will be

$$V = 1 - \frac{\gamma_d}{G_s \gamma_w} = 1 - \frac{135}{2.65 \text{ x } 62.4} = 0.18\, ft^3$$

Regulatory requirements will generally determine what quantity of water must be retained on site for the design storm. For example, if regulatory directives mandated that a 2-hour storm must be retained on site for our example, each square foot of SF-Rima™ pavement would have to be able to store 2.2-in. depth of water (2 x the long-term infiltration capacity of 1.1 in./hr) within the base course below. A 2.2-in. depth of water on 1 square foot (144 in.^{2}) is 0.18 ft^3 or, coincidently, the same volume as is available for storage in 1-cubic foot of base course aggregate in our example problem. Consequently, a full foot of base course aggregate thickness would be required to provide the necessary storage capacity for the regulatory requirement of a two hour storm retention for our problem.

The equations used for determining the permeability of a soil sample using a falling head permeameter (see Rollings and Rollings 1996 or any text on soil mechanics for these equations) can be adapted to give a rough approximation of how long it will take for the water in the base to drain out if the underlying subgrade is already saturated (i.e., steady-state flow into the subgrade is established). If the subgrade is not already saturated, the time will be shorter. The equation for this calculation is

$$t = \frac{D}{k} \ln \frac{D + h_b}{D}$$

where: t = time for water to drain out of base course
D = depth to the water table
k = permeability of the subgrade
h_b = thickness of the base

If in our problem, the depth to the water table is 6 ft (1.8 m) and the subgrade permeability k, is 1 x 10^{-3}, the one-foot (0.305-m) depth of base course following a 2 year design storm will

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completely drain in about

$$t = \frac{180\ cm}{10^{-3}\ cm/\text{sec}} \ln\frac{180\ cm + 30.5\ cm}{180\ cm} = 28{,}175\ \text{sec.}$$

This is roughly 8 hours. If the subgrade was a clayey sand (SC) or lean clay (CL) the permeability would be more on the order of 10^{-7}. Substituting that permeability in the above equation would result in a drainage time of approximately 9 years. This illustrates the important impact that subgrade permeability has on the performance of permeable pavements.

Structural Design

The pavement must also be structurally designed for the loads to be applied. Several approaches to this are described in the report. The simplest is to design a flexible pavement (asphalt surfaced) using the local state department of transportation methods and simply directly substitute the SF-Rima™ for the required thickness on a one-to-one basis (SF-Rima™ stone provides 3.1-in. of thickness, bedding layer is 1-in., and the base and subbase thicknesses are used to obtain the additional thickness needed to equal the total design thickness over the subgrade). In our example, the structural requirements will be modest (lightly loaded car dealership parking lot), and by almost any method, the design thickness for the base course for structural requirements will be less than the one-foot thickness required to hold the regulated storm. The thickness of base and subbase will always be the thickest needed for hydraulic storage requirements or structural design requirements.

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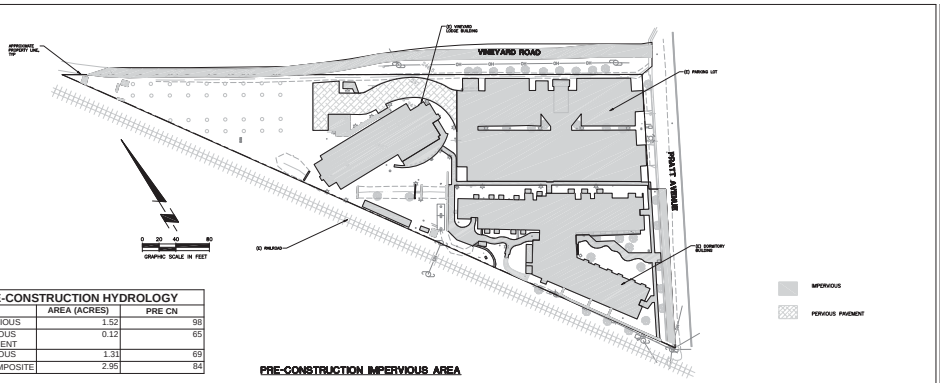
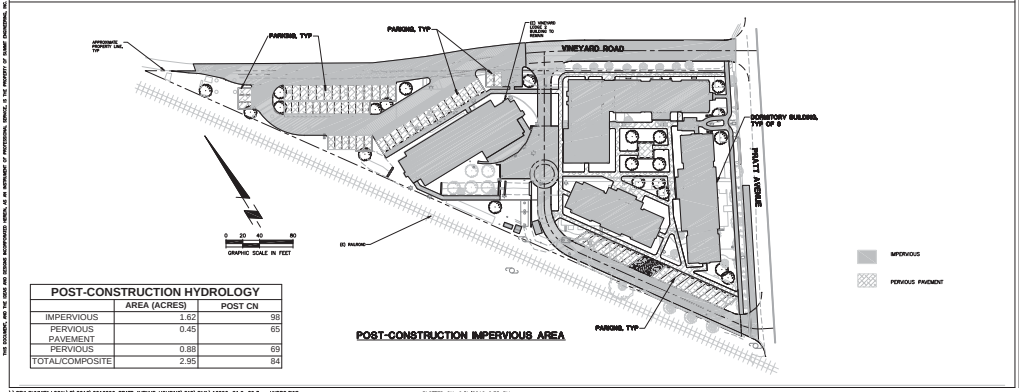
APPENDIX D: PRE-/POST-CONSTRUCTION HYDROLOGY MAP



PRE-CONSTRUCTION HYDROLOGY		
	AREA (ACRES)	PRE CN
IMPERVIOUS	1.52	98
PERVIOUS PAVEMENT	0.12	65
PERVIOUS	1.31	69
TOTAL/COMPOSITE	2.95	84

PRE-CONSTRUCTION IMPERVIOUS AREA



POST-CONSTRUCTION HYDROLOGY		
	AREA (ACRES)	POST CN
IMPERVIOUS	1.62	98
PERVIOUS PAVEMENT	0.45	65
PERVIOUS	0.88	69
TOTAL/COMPOSITE	2.95	84

POST-CONSTRUCTION IMPERVIOUS AREA

Architectural Resources Group

Pier 9, The Embarcadero Suite 107
San Francisco, California 94111
415.421.1680

SUMMIT

PERMIT SUBMITTAL 2016-09-02

NO.	DESCRIPTION	DATE

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

830 PRATT AVENUE
ST. HELENA, CA 94574

SHEET TITLE
PRE-/POST-CONSTRUCTION HYDROLOGY MAP

ISSUANCE
DESIGN DEVELOPMENT
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GEOTECHNICAL ENGINEERING STUDY – STORAGE CAVES
THE CULINARY INSTITUTE OF AMERICA AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
ASSESSOR'S PARCEL NUMBER 009-131-003

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June 22, 2016
Condor Project No. 6658

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Log Legend and Soil Classification, Rock Properties, Boring Logs, and Core Photographs

APPENDIX B

Laboratory Test Reports

GEOTECHNICAL ENGINEERING STUDY – STORAGE CAVES
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1.0 INTRODUCTION

This report presents the geotechnical engineering study performed by Condor Earth Technologies, Inc. (Condor) for the proposed storage caves at The Culinary Institute of America at Greystone. The site is about 1,250 feet southeast of the Deer Park Drive/St. Helena Highway Intersection. Figure 1 shows the approximate site location.

The entry tunnels for the caves will extend from an existing loading dock retaining wall and beneath an existing patio (an exterior concrete pavement). Section 2.0 presents a more detailed description of the proposed caves.

Condor presented our scope of work for this geotechnical engineering study in our December 16, 2015 Proposal and our April 8, 2016 Addendum. The purpose of the work was to:

- Provide geologic and geotechnical engineering data
- Develop conclusions regarding the potential for geologic hazards for the proposed improvements described in Section 2.0
- Develop geotechnical engineering conclusions and recommendations for design and construction of the proposed improvements described in Section 2.0.
- Address construction issues related to ground conditions and existing improvements above the proposed tunnels.

Condor will design the tunnels. We will present tunnel drawings and ground support calculations separately.

The design team provided Condor the following drawings:

- March 25, 1974 topographic survey map by H.J. Brunnier Associates, Engineers (Brunnier)
- April 14, 1995 structural engineering drawings by Culley Associates, Inc. (Culley)
- February 1, 2016 draft cave layout by Architectural Resources Group
- May 13, 2016 topographic survey map by Albion Surveyors & Land Use Consultants (Albion)

The Culley drawings are structural engineering plans and details for the patio (described as the "Terrace"). The Brunnier drawings show the topography that existed at the site before the patio existed and the Albion survey shows existing topography plus information from a recent underground utility survey. Condor used information from these three drawing sets for our engineering evaluations presented in this report and for our design of tunnel ground support.

Condor previously investigated site and subsurface conditions for a proposed storage cave southeast of the currently proposed cave site. The team then revised the conceptual design. We drilled borings B-1 and

B-2 for the former caves location, and we drilled B-3 and excavated test pits for the currently proposed location (see Figure 2). We used data from B-1 and B-2 for our geotechnical engineering study for the currently proposed caves. This report presents data from B-1 and B-2.

Condor will incorporate the recommendations in this report for our design of tunnel ground support. Condor and the construction team will use the data, information, discussions, conclusions, and recommendations for construction.

2.0 PROJECT DESCRIPTION

Figure 2 shows the pertinent aspects of existing site conditions and the proposed storage caves. The project will include constructing entry tunnels extending from two portals at the loading dock retaining wall. The loading dock retaining wall is a reinforced concrete wall over an older masonry retaining wall at the northwest end of the building. The contractors will create portals/entry tunnels by saw-cutting the perimeter of the portal openings on the loading dock retaining wall, demolishing/ removing the concrete within the saw cuts, exposing ground retained by the loading dock wall, and then mining the entry tunnels behind the openings. The portal openings will be 10 feet high and 10 feet wide.

A reinforced concrete frame will be doweled to the loading dock wall face around the sides and top of the perimeters of the portals to improve the structural capacity of the wall (which will be compromised by making the portal openings). The frame will be constructed before saw cutting and demolition.

The tunnel widths will be 8 to 14 feet. The cross section shapes will be constant radius with level inverts. The ground cover over the crowns of the entry tunnels will be 2 to 4 feet. Cover will be up to about 50 feet at the southwest side of the caves (where tunnels extend beneath the northeasterly descending hillside ground surface).

The tunnels will extend beneath an existing patio, retaining walls, a driveway, underground utilities, and landscape areas. The tunnels may be near an old masonry retaining wall buried beneath the existing ground surface (if it was not removed). The Brunnier drawings show this old retaining wall. Section 5.0 summarized pertinent information regarding the existing improvements.

Underground utilities may conflict with the proposed tunnel excavations. Such utilities, where known, would be removed, and excavations made for removal would be backfilled before tunnel construction.

Cave construction will consist of excavating the tunnels using mechanical means (backhoe, milling head, and/or roadheader), and sequentially supporting the excavations with reinforced shotcrete (initial support followed by final support). The tunnel floors will be cast-in-place reinforced concrete placed after completing the tunnel liner.

If the geotechnical engineering aspects of the project to be constructed vary significantly from Condor's description, then we should re-evaluate the conclusions and recommendations contained in this report.

3.0 SCOPE OF WORK

Condor's scope of work consisted of the following:

- Performing a site and subsurface investigation, as described in Section 4.0
- Presenting geologic data and information
- Presenting subsurface data

- Developing geotechnical engineering conclusions and recommendations for the following:
  - Anticipated subsurface and groundwater conditions at excavations for the tunnels
  - Seismic design according to the 2013 California Building Code (CBC) method
  - Seismicity
  - Potential for geologic hazards
  - Footings at the portal inverts (for design of frames around the portal openings)
  - Lateral earth pressures for evaluating the existing loading dock retaining wall (for design of frames around the portal openings) and the existing site retaining walls (for design of ground support for tunnels beneath site retaining walls)
  - Ground strength/stiffness parameters and criteria for design of tunnel ground support
  - Construction considerations

4.0 SITE AND SUBSURFACE INVESTIGATION

Condor's site investigation consisted of observing, documenting and evaluating the geotechnical engineering aspects of the existing site conditions at the proposed tunnels and portals for the caves. This work included reviewing and evaluating the drawings by Culley, Brunnier, and Albion.

Condor investigated subsurface conditions by drilling three borings (B-1 through B-3) and excavating four test pits (TP-1 through TP-4). As mentioned in Section 1.0, Condor drilled B-1 and B-2 for a previously proposed site and used the data from these borings for this geotechnical engineering study.

Figure 2 shows the approximate test pit locations, approximate boring locations, and the pertinent aspects of site surface conditions. Appendix A contains the test pit logs, boring logs and core photographs. Section 5.0 presents a description of site conditions and Section 8.0 presents a description of subsurface conditions.

Condor's subcontractor drilled the borings using a CME-55 drill rig with augers and PQ-size rock coring equipment. They drilled the borings vertically. The boring depths were about 27.1 to 39.9 feet.

Our subcontractor circulated drilling fluids during drilling. They advanced the borings by making continuous core runs after drilling the first 2.5 to 5 feet using an auger. Each core run was about 2.5 to 5 feet long. They drove a split-spoon sampler with metal liners using a 140-pound hammer falling 30 inches (between core runs or after tripping-out auger). They used an auto-hammer hammer. The outside diameter of the sampler was about 3 inches and the diameter of the liners was about 2.5 inches. The boring log shows the number of blows made to drive the sampler over three consecutive 6-inch increments.

A Condor geologist performed the following:

- Observed the drilling
- Logged soil cuttings, the retrieved core, and split-spoon samples
- Recorded core recovery for the core runs (as a measured/estimated percentage of the total core run length) and blow-counts for the split-spoon sample
- Recorded other pertinent data
- Placed the retrieved core into boxes
- Capped and labeled the sample liners
- Photographed the retrieved core

Soon after they completed drilling, our subcontractor backfilled the borings with neat cement grout.

Laborers excavated the test pits using shovels and picks. A Condor geotechnical engineer and geologist obtained disturbed samples in bags and relatively undisturbed samples by hand hammering a drive sampler with a metal sample liner below nearly level surfaces in the test pits. The sampler has an approximate outside diameter of 2.5 inches and the diameter of the liners was about 2 inches. Condor logged exposed ground conditions, logged exposed foundation conditions (including measured dimensions and depths), recorded other pertinent data, labeled bag samples, and capped/labeled liner samples.

Condor classified soil using the Unified Soil Classification System and the visual-manual procedure, and characterized the engineering properties of the rock using the rock property terms presented in Appendix A.

Condor delivered the sample and retrieved core to our office for further examination and we selected samples for laboratory tests. We delivered the selected samples to our subcontracted laboratories. The laboratories performed the tests that follow:

- Particle size distribution
- Liquid and plastic limits
- Moisture content and dry density
- Staged triaxial consolidated undrained shear strength with pore pressure measurements
- Corrosivity

Appendix B contains the laboratory test reports and the logs in Appendix A summarize the test results.

5.0 SITE CONDITIONS

Figure 2 shows the pertinent aspects of site conditions. There is a patio (exterior concrete pavement) and other site improvements on the ground surface above the proposed cave tunnels. The landscape/paved driveway areas beyond the patio slope down to the east and northeast. A recent underground utility survey and site survey revealed the presence of underground utilities beneath the landscape and driveway area (and near the proposed tunnels).

The patio is elevated above the adjacent ground surface and bordered by a concrete retaining wall up to 4 feet high (that retains the ground that the patio bears on). A continuous footing supports the retaining wall. There are tie beams (reinforced concrete) aligned in a northwest/southeast direction beneath the patio slab.

Drawings for the Terrace (patio) indicate that Culley designed the retaining wall footings as 8-inches thick, 18-inches wide, centered along the wall centerline, and bottomed at 3 feet (minimum) below the final ground surface below the wall. Our test pits exposed portions of this footing (see Section 8.0). The drawings show that the design wall thickness is 12 inches.

The drawings show that Culley designed the tie beams with an 18-inch width and to bottom at 18 inches below the terrace surface.

Figure 2 shows the location of the old masonry retaining wall shown on the Brunnier drawings, which may still be in-place and buried beneath the existing ground surface. Data and our evaluations show that

the top of this wall is/was near or above the present-day ground surface. In addition, they show that the base of the wall (not including the foundations) is/was about 3.5 to 4 feet below the existing ground surface.

6.0 SITE GEOLOGY

Figure 3 shows the approximate site location on a published geologic map. The figure shows that the site is in an area with Pumiceous ash-flow tuff. Condor's borings and test pits encountered volcaniclastic alluvium of the Sonoma Volcanics beneath artificial fill. Section 8.0 contains information regarding conditions encountered in the test pits and borings.

7.0 EARTHQUAKE FAULTS

Figure 4 shows the approximate site location on a map showing known earthquake faults within at least 60 kilometers (km) of the site. The faults are grouped as "Historic" (evidence of movement over the last 150 years), "Holocene" (evidence of movement over the last approximately 150 to 15,000 years), "Late Pleistocene" (evidence of movement over the last approximately 15,000 to 130,000 years), and "Early Quaternary" (evidence of movement over the last approximately 130,000 to 1.6 million years). The nearest significant fault/fault-zones follow (group, fault/fault zone name - distance/direction from site):

- Historic: Green Valley Fault Zone (Historic segment) – about 43 km to the southwest; West Napa Fault (historic segment) – about 24 km to the southeast
- Holocene: Rodgers Creek Fault Zone – about 20 km to the southwest
- Late Pleistocene: Maacama Fault Zone – about 15 km to the west/southwest
- Early Quaternary: West Napa Fault Zone (early Quaternary segment) – about 1.6 km to the south

No known faults traverse the site.

A segment of the West Napa Fault is now historic because of movement that occurred from the 2014 South Napa earthquake. The epicenter was about 31 km to the south/southeast of the site and the approximate northern limit of rupture was about 24 km south/southeast of the site, based on available information for the United States Geological Survey.

8.0 SUBSURFACE CONDITIONS

B-3 and the test pits encountered artificial fill over volcaniclastic alluvium. The fill extended to as deep as 7 feet below the patio ground surface. B-1 and B-2 encountered volcaniclastic alluvium below the driveway pavement.

The fill encountered is stiff to very stiff lean clay to lean sandy clay (CL). The exception to this is in TP-4, where that excavation encountered fill consisting of sand. This sand fill appears to be underground utility trench backfill.

The encountered volcaniclastic alluvium is severely weathered and has the consistency of stiff to very stiff lean clay with sand/lean sandy clay (CL), stiff sandy silt (ML), and medium dense to dense clayey sand (SC). The borings encountered cobble- to boulder-sized volcanic rock in the soil-like matrix. The volcanic rock encountered is hard and strong.

Our test pits encountered no groundwater during excavation in April 2016. Drilling fluids would have obscured any groundwater encountered in the borings.

TP-1, TP-3 and TP-4 encountered the downslope sides of footings supporting the retaining walls around the border of the patio. Where encountered, the top of footing is about 2 feet below the existing ground surface, is relatively level, and extends at least 8 inches downslope from the downslope face of the wall stem. Where the footing bottom was exposed (in TP-1 and TP-4), it extends about 12 inches below the top of footing (or to a depth of 3 feet below the ground surface).

9.0 CONCLUSIONS AND RECOMMENDATIONS

Based on our evaluation, Condor concludes that construction of the proposed improvements described in Section 2.0 is feasible from a geotechnical engineering standpoint.

Condor anticipates that excavations for the tunnels, where free of existing improvements, will expose up to 2 feet of artificial fill over volcaniclastic alluvium. We anticipate that the fill will consist of stiff to very stiff lean clay to sandy lean clay (CL). We anticipate that the volcaniclastic alluvium will be severely weathered and will have the consistency of stiff to very still lean clay with sand/sandy lean clay (CL), sandy silt (ML), and medium dense to dense clayey sand (SC). We anticipate that the volcaniclastic alluvium will contain cobble-to boulder-sized volcanic rock that is strong and hard.

The tunnel excavations may encounter footings supporting existing retaining walls, the old buried masonry retaining wall, unknown underground utilities, and other unknown underground facilities. Condor anticipates that a masonry footing supports the old wall. There may be granular backfill in unknown underground utility trenches or behind the old retaining wall.

Some underground utilities may be removed where they conflict with the proposed tunnels. The Contractor would backfill excavations for removed utilities according to recommendations in this report (cementitious backfill or compacted clay backfill). New trenches should be set back at least 3 feet from tunnel excavations.

Condor anticipates that minor to moderate groundwater seepage will occur in ground around the tunnels and behind the portals during the wet season, as water perched over clay layers, as water in ground fractures, and as water in granular backfill.

Condor anticipates that the primary geotechnical engineering issues to address are:

- The possible need to remove existing underground utilities (and backfill the excavations)
- Construction considerations related to mining in conditions with low ground cover and the need to reduce distress of existing site improvements
- Developing recommended ground parameters and loading conditions for tunnel ground support

Excavations made to remove underground utilities or for other reasons, and that extend to within 2 to 3 feet of the proposed tunnel excavations, should be backfilled in a manner intended to facilitate subsequent tunneling. Condor recommends that such excavations be backfilled with controlled density fill or compacted clayey soil. Granular backfill should not be used because such material would be more likely to ravel into tunnel excavations. This could cause fallout voids that could undermine existing improvements. In addition, the cost of backfilling fallouts during tunnel construction is higher. Section 9.4 presents specific recommendations.

Ground failures during tunnel excavation and prior to placing support could damage existing site improvements over tunnel excavations. Because ground cover is low, even small ground failures at the

tunnel crowns during excavation could undermine improvements. There may be unknown granular artificial fill exposed in tunnel excavations (backfill of unknown former excavations). Such ground may have relatively low stability. Tunnel excavations may encounter known or unknown footings. For these reasons, the Contractor may need to place initial support quickly. They should be prepared to provide temporary shoring to facilitate excavation through granular fill and to excavate existing concrete and masonry footings. Section 9.8 presents specific recommendations.

The tunnel liner needs to be designed to carry both loads from the ground weight and loads imposed on them from the existing site improvements and traffic. Re-supporting existing retaining walls by structurally connecting them to tunnel liners may be required. Section 9.5 presents specific recommendations.

The subsections that follow present Condor's conclusions and recommendations. Where referred to herein, "Geotechnical Engineer" means Condor, Condor's representative or other qualified geotechnical engineer.

9.1 SEISMIC DESIGN

Condor recommends using the following values for seismic design according to the 2013 CBC:

Site Class:	C
S_S:	1.500 g (where g is acceleration from gravity)
S_1:	0.600 g
S_{MS}:	1.500 g
S_{M1}	0.780 g
S_{DS}:	1.000 g
S_{D1}:	0.520 g

9.2 SEISMICITY

Condor estimated peak ground-surface acceleration (PGA_M) using the geotechnical engineering design criteria for seismic design in Section 9.1 and other design procedures in the CBC (ASCE 7-10). Based on the results and procedures, Condor recommends using a design peak ground-surface acceleration of 0.5 g. We note that the 2014 South Napa earthquake caused a PGA acceleration of about 0.1 g at the site.

9.3 GEOLOGIC HAZARDS

Figure 5 shows the approximate site location on a geologic map showing landslide deposits. The map shows that there are no landslides at our upslope of the site. Condor saw no indication of natural landslides at the site (from our observation/evaluation of site conditions and subsurface conditions encountered in our test pits and borings), but observed collapse features and surface ground instability south of the proposed storage cave area (related to the collapse of historic tunnels). We therefore conclude that the potential for landslides is low in the area of the storage caves and that no additional evaluation and mitigation for landslides is required in that area.

The site is not located within an Earthquake Fault Hazard Zone (Bryant and Hart, 2007), and there are no known faults at the site. The nearest know fault zone is 1.6 km from the site (see Section 6.0). Condor therefore concludes that the potential for ground surface rupture from faulting is low, and that no additional evaluation or mitigation for fault hazards is required.

Our site and subsurface evaluation reveals that there is no loose sand beneath the site. Condor therefore concludes that the potential for liquefaction, ground displacement from liquefaction, and cyclic densification is low. In addition, we conclude that no additional evaluation or mitigation for these hazards is required.

Figure 6 shows the approximate site location on an ultramafic rock map. The map shows that the site is not in an area with ultramafic rock (ground that is more likely to contain naturally occurring asbestos). Furthermore, Condor observed no ultramafic rock on the project site and our borings encountered no such rock. Condor concludes that the risk of hazards from naturally occurring asbestos for the project is low, and that no additional evaluation or mitigation for this hazard potential is required.

Figure 7 shows the approximate site location on a radon hazard map for the state of California. The Environmental Protection Agency-recommended action level is 4 picocuries per liter. The map shows Napa County in Zone 3, defined as an area having a low potential for radon levels (less than 2 picocuries per liter). Condor therefore concludes that the potential for radon hazard is low, and that no additional evaluation or mitigation for this hazard is required.

Condor's subsurface data and our evaluations indicate that the soil at the site has a low to medium plasticity. It therefore has a low potential for volume changes from wetting/drying and is not considered "expansive soil." We therefore conclude that hazards associated with expansive soil are low and that no additional evaluations or mitigation is required. Condor should evaluate the potential for volume-changes for imported fill material.

9.4 EARTHWORK

The subsections that follow present Condor's recommendations for earthwork.

9.4.1 Excavations

The Contractor is responsible for the stability of temporary excavations and their excavation work should comply with applicable Cal/OSHA regulations (California Construction Safety Orders). A competent person shall determine the soil type and requirements for temporary cutslope heights and inclinations during excavation. The Contractor's competent person should regularly monitor all open cuts for evidence of incipient stability failures.

Section 9.8 presents Condor's conclusions and recommendations regarding excavation and support sequence for constructing tunnels for the caves.

9.4.2 Subgrade Preparation

Section 9.9 presents specific recommendations for preparing tunnel floor subgrades.

Subgrades that become dry and/or disturbed should be scarified, moisture conditioned to near optimum to facilitate compaction, and recompacted. The Geotechnical Engineer should approve subgrades soon before they are covered.

Subgrade preparation is generally not required for bottoms of utility trenches unless there is unsuitable or unstable material exposed. We anticipate that bottoms of utility trenches will expose suitable and adequately stable ground.

9.4.3 Utility Trenches

Below-grade utilities should be bedded and backfilled according to the requirements of the service provider (utility company) and the county. Where there are no specific requirements, Condor recommends placing free-draining bedding sand or crushed-rock with a maximum particle size of ⅜-inch from 3 inches below to 1 foot above the conduit or pipe. Bedding sand should have a sand equivalent of at least 30. Bedding material and backfill should not be jetted or ponded into place but should be mechanically compacted.

9.4.4 Engineered Fill

Engineered fill should have less than 2 percent by dry weight of vegetation and deleterious material and should meet the particle-size distribution requirements presented on the table that follows:

Sieve Designation	Minimum Percent Passing by Dry Weight
4-inch square	100
¾-inch square	70
U.S. No. 4	60

To improve ground stability for tunnel excavations, backfill of any excavation within 2 to 3 feet of tunnel excavations should be cohesive. It may consist of soil material with a Unified Soil Classification System classification of CL, ML, CL-ML or SC (lean clay to sandy lean clay, silt, silty clay or clayey sand). Otherwise, the backfill material near tunnel excavations may consist of control density fill with a 28-day compressive strength of at least 100 pounds per square inch (psi).

Soil fill placed within 12 inches of building slab-on-grade floors, exterior pavements should be select fill with a plasticity index of 15 or less. Otherwise, fill should have a liquid limit of 50 or less and a plasticity index of 20 or less. Aggregate layers beneath floor slabs may be included in the total thickness of select fill.

Engineered soil fill should be moisture conditioned to near optimum (to facilitate compaction) and compacted to at least 90 percent (based on ASTM Test Method D-1557). Trench backfill placed more than 5 feet beyond the edges of structures, pavements, slabs-on-grade, or other improvements may be compacted to 85 percent (based on ASTM Test Method D-1557). Soil fill should be placed in horizontal lifts that are less than 8 inches in uncompacted thickness, and each lift should be compacted to the requirements prior to placing subsequent lifts.

9.5 TUNNEL GROUND SUPPORT

Condor recommends using the Mohr-Coulomb failure criteria to model the ground. We developed parameters based on our subsurface data and experience.

Condor developed an idealized subsurface profile to use for tunnel liner analyses. A summary of our subsurface profile follows:

Depth Increment (feet below patio)	Material Description	Strength Parameters or Index	Total Unit Weight (pcf)
0 to 7	Fill	Internal friction angle = 24 degrees Cohesion = 170 pounds per square foot (psf) Young's Modulus = 10,000 psi Poisson's Ratio = 0.35	125
7 to 80	Volcaniclastic Alluvium	Internal friction angle = 31 degrees Cohesion = 250 psf Young's Modulus = 12,000 psi Poisson's Ratio = 0.35	120

Condor recommends modeling plastic behavior and a dilation angle of 0 degrees and residual shear strengths equivalent to peak strengths. We recommend using a total stress ratio of 0.5.

The tunnel liners should be designed to carry loads from the ground weight, improvements (existing and proposed), and traffic imposed on ground above (and adjacent to) tunnels. Condor should re-evaluate design of any proposed improvements over the tunnel after plans for such improvements are available. We recommend using a surface pressure of 250 psf to model traffic surcharge. If existing retaining walls have footings that are mined, the tunnel liner should be designed to carry the wall loads. Section 9.7 presents criteria for evaluating retaining wall loads.

Condor recommends placing drain strips behind tunnel liners and subdrains beneath tunnel floors. Because we anticipate that there will be little groundwater seepage and because there will be drainage, we conclude that the ground support analysis may assume that no pore pressures from groundwater are imposed on the liners. Tunnel floor subdrains should slope to the portals to facilitate subdrain discharge. Water seepage mitigation may be added to the tunnel liner to reduce groundwater infiltration that will typically otherwise occur in some locations.

Sequential placement of the slab-on-grade floor at the tunnel invert is not desirable because cave construction typically requires back and forth equipment traffic from the portals for excavation, mucking, and tunnel liner construction. The design may include footings at the liner base or subinverts placed for initial support, if necessary.

9.6 FOOTINGS

Footings at the proposed tunnel inverts, if needed, may be designed using a net allowable bearing capacity of 4,000 psf for dead plus normal duration live loads. This value may be increased by one-third for total load conditions, including wind and seismic.

For resistance to lateral loads, base friction resistance may be calculated using an ultimate friction coefficient of 0.35. Passive resistance may be calculated using a uniform pressure of 3,300 psf (rectangular distribution) for transient loads, such as seismic loads, and an equivalent fluid unit-weight

(triangular distribution) of 200 pcf for sustained loads. We reduced the allowable passive pressure by a factor of 1.5 from the ultimate value to limit the foundation movement required to mobilize passive pressure. Both passive pressure and base friction may be combined in calculating total lateral resistance without reduction. Passive resistance contributed by the top 12 inches of soil should be neglected unless a concrete slab-on-grade or pavement covers the ground. Gaps between footings or keyway and the adjacent ground should be completely backfilled using engineered fill, concrete or lean cement slurry with a 28-day unconfined compressive strength of at least 100 psi.

9.7 RETAINING WALLS

Condor developed geotechnical engineering criteria to evaluate loads imposed by the existing loading dock retaining wall and the existing site retaining walls near the patio. Active earth pressures may be used to evaluate unrestrained retaining walls where the top of the wall is free to translate or rotate. To develop active earth pressures, the walls should be capable of deflecting by at least 0.004H (where H is the height of the wall). At-rest earth pressures should be used to evaluate retaining walls where the wall top is restrained such that the deflections required to develop active soil pressures cannot occur. We recommend using the following equivalent fluid unit-weights.

Equivalent Fluid Unit Weight (pcf)

Backfill Slope	Active Conditions	At-Rest Conditions
Level	45	75

The static lateral earth pressures should be applied behind the wall from the finish ground surface down to the footing heel.

9.8 CONSTRUCTION CONSIDERATIONS

Condor anticipates that the ground exposed in tunnel excavations will be cohesive soil with moderate strength. We therefore anticipate that standup time for the proposed tunnel excavations will be moderate, and that sequential excavation followed by ground support (initial tunnel liner construction followed by final tunnel liner and floor construction) is feasible. Standup time is the time elapsed after tunnel excavation and before completing initial support where unsupported ground is stable.

There is, however, the possibility that tunnel excavations will encounter soft or loose cohesionless granular fill from previous site development or from natural alluvial processes. Such material, if encountered, may be less stable, may result in shorter standup time, and may pose the need for shoring in advance of excavation (spiling, ground grouting, etc.).

As discussed in section 9.0, ground failures during tunnel excavation and prior to placing support could damage existing site improvements over tunnel excavations. Condor therefore recommends that that Contractor be prepared to improve ground stability where tunnel excavations expose any unknown granular fill. In addition, we recommend that the Contractor excavate tunnels in a single heading while completing initial ground support from invert edge, across the arch, and to the adjacent invert edge.

Condor recommends that the Contractor review available site and subsurface data and to evaluate the best approach to sequential excavation and support. The Contractor is responsible for temporary support and timing for initial support placement for safety. Condor, in consultation with the Contractor, should determine final support requirement based on the strength and stiffness of encountered ground and the Contractor's method of excavation and support.

As discussed in Section 9.0, tunnel excavations may encounter concrete footings, masonry footings, or other underground obstructions. The Contractor should be prepared to excavate footings or other unknown obstructions.

Where subgrades for tunnel floors are soft/loose, the contractors should stabilize subgrades to provide adequate pavement support as follows:

- Overexcavate to a depth of at least 12 inches
- Where overexcavation bottoms are firm, backfill them with crushed rock or lean concrete
- Where overexcavation bottoms are soft/loose, backfill them with lean concrete; otherwise, place a subgrade stabilization geotextile over the overexcavation bottom and backfill overexcavations with crushed rock

A subgrade stabilization geotextile such as Mirafi 500X may be adequate. Where subgrades are very soft and wet, then a heavier geotextile, such as Mirafi HP 570 may be required. The Geotechnical Engineer should approve procedures for overexcavating, backfilling, and geotextiles. Subgrades beneath pavements should be firm and free of significant deflections under relatively heavy construction equipment. The Contractor should "proof roll" subgrades and stabilize deflecting areas before covering them.

10.0 ADDITIONAL SERVICES

Because subsurface conditions at this site vary, it is not possible to include all construction details related to geotechnical engineering aspects of the project in designs. Geotechnical engineering recommendations depend on the possible need for adjustment in the field during construction. The adjustments depend on conditions revealed during construction that Condor could previously only assume based on limited data from the site investigation. Therefore, Condor or another qualified firm should perform geotechnical engineering observations and tests during construction. The purpose of the work during construction will be to check for subsurface conditions that vary from the conditions encountered during site investigation and to develop supplemental geotechnical engineering recommendations, as necessary. In addition, the purpose is to verify that the Contractor follows the general intent of our recommendations during construction and that they perform the geotechnical engineering aspects of the work according to the approved designs.

Because Condor understands the intent of the geotechnical engineering recommendations best, we recommend that Condor perform or direct future phases of tunnel civil/geotechnical engineering work, including field engineering, inspection and testing.

11.0 LIMITATIONS

The geotechnical engineering conclusions and recommendations presented in this report are intended for planning and design of the proposed improvements described in Section 2.0. These conclusions and recommendations may not apply if:

- The report is used for a different site or project
- The recommendations presented in this report are not followed
- Any other change is made that materially alters the proposed project

Condor based the conclusions and recommendations presented in this report on data obtained from the site investigation described in Section 4.0. Subsurface conditions may vary between and around the investigated locations. Should varied conditions be discovered during construction, then additional

investigation, testing evaluations and development of supplemental recommendations may be required. Any person associated with the project who observes conditions or features of the site or its surrounding areas that are different from those described in the report should report them immediately to Condor for evaluation.

Implementation of our recommendations requires an adequate testing and observation program during construction as described in Section 10.0. If Condor does not perform this testing and observation, then the Geotechnical Engineer that is responsible for observation and testing should thoroughly review this report and agree with its conclusions and recommendations or, otherwise, they should provide alternative recommendations.

Condor prepared this report according to the generally accepted standards of geotechnical engineering practice that exist in Napa County at the time of issue. No other warranty, express or implied, is made. It is the Owner Representative's responsibility to see that all parties to the project, including the designers, Contractors and Subcontractors, are made aware of this report in its entirety.

Changes in the standards of practice in the field of geotechnical engineering, changes in site conditions such as new excavations or fills, new agency regulations, or modifications to the proposed project warrant professional review of this report. Because of this, there is a practical limit to the usefulness of this report without critical professional review. We suggest that 2 years be considered a reasonable time for the validity of this report.

12.0 CLOSURE

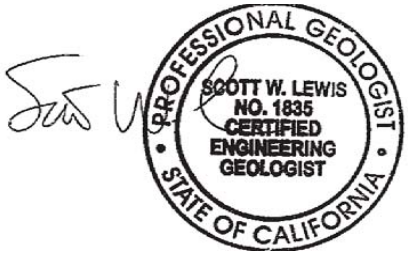
Please contact Condor if you have any questions.

Respectfully submitted,

CONDOR EARTH TECHNOLOGIES, INC.



Andrew S. Kositsky, GE No. 2532
Senior Geotechnical Engineer



Scott W. Lewis, CEG No. 1835
Principal Engineering Geologist

X:\Project\6000_prj\6658 Culinary Institute (Greystone)\Reports\FR 20160622 CIA GES.docx

REFERENCES

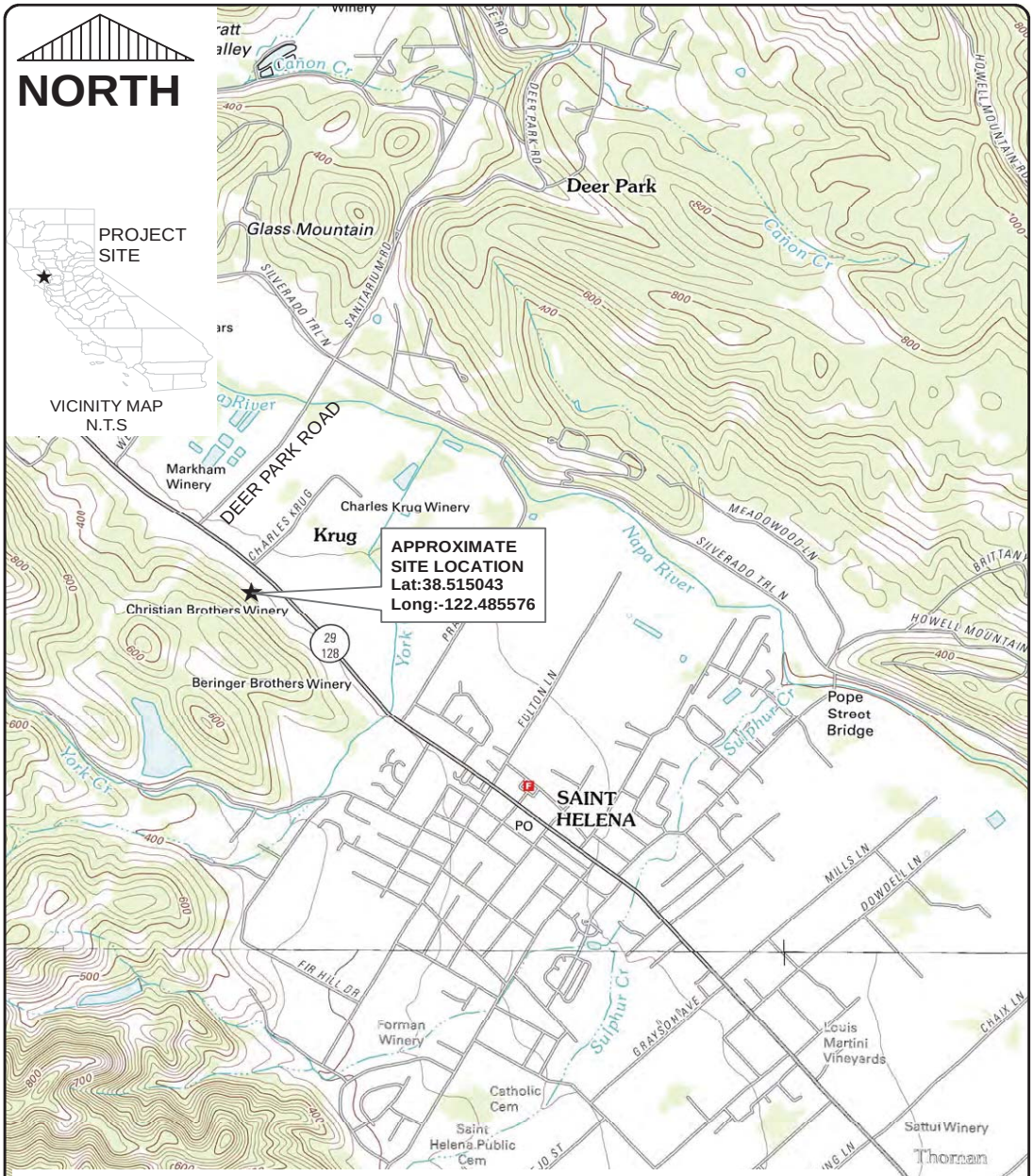
Bryant, W.A., Hart, E.W. (2007). Fault-rupture hazard zones in California, California Department of Conservation, California Geological Survey, Special Publication 42

California Building Standards Commission (2013) California Building Standards Code, California Code of Regulations, Title 24

Agenda Item #5.2.

FIGURES

Agenda Item #5.2.



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JOB #	SCALE
6658	1"= 300'
DATE	
21 JUNE 2016	
CREATED	CHKD
KGM	SWL

VICINITY MAP
CULINARY INSTITUTE OF AMERICA AT GREYSTONE
STORAGE CAVES
2555 MAIN STREET
ST. HELENA, CALIFORNIA

Figure 1

6658 F1.MXD

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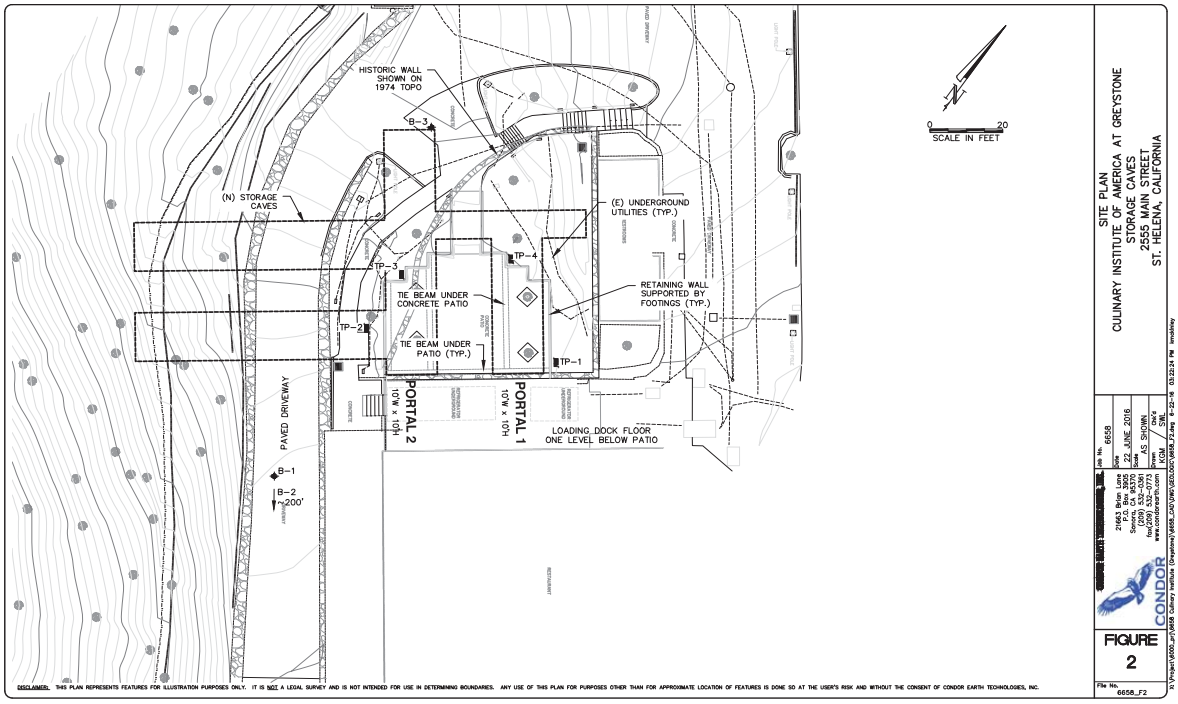
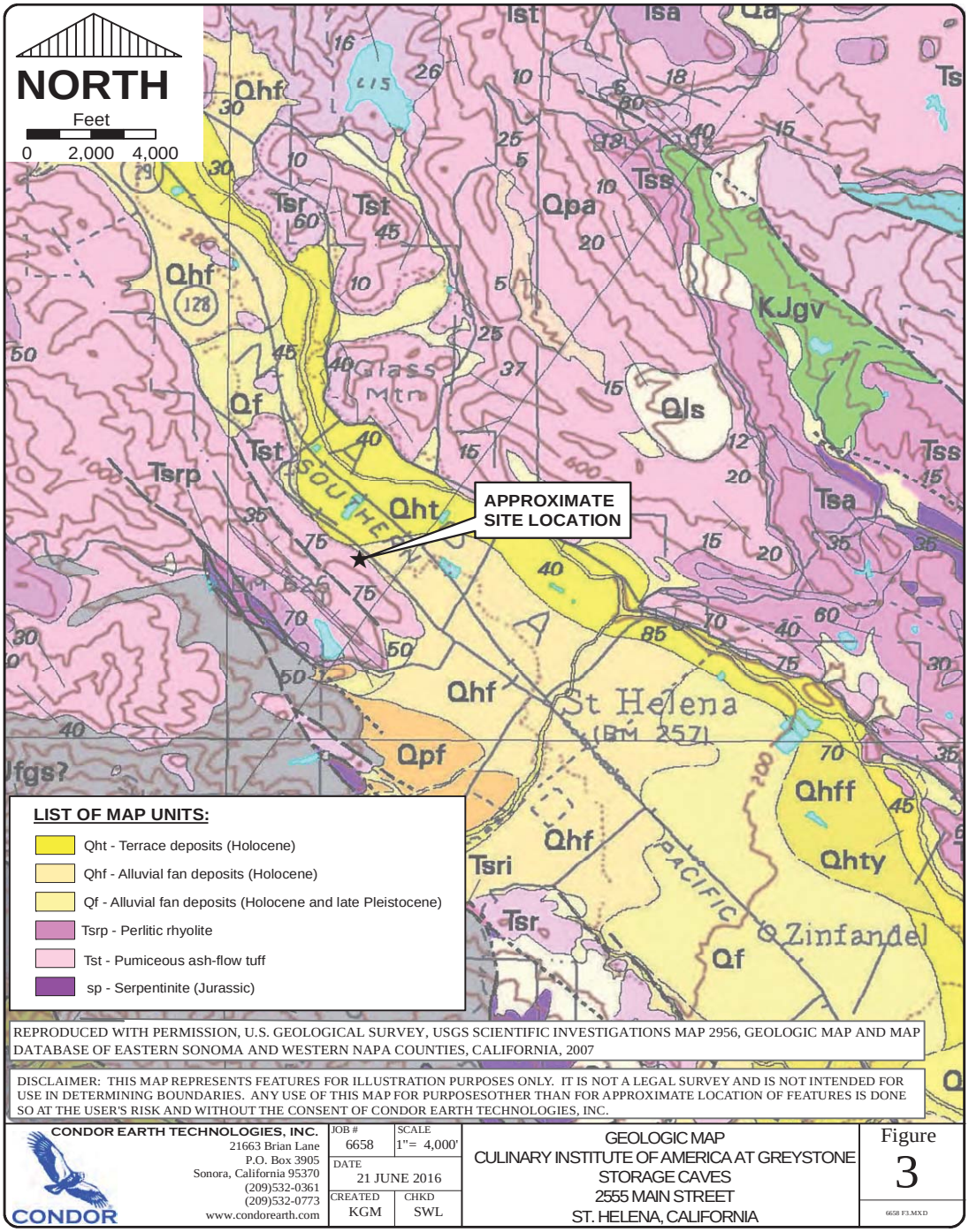


Agenda Item #5.2.



REPRODUCED WITH PERMISSION, U.S. GEOLOGICAL SURVEY, USGS SCIENTIFIC INVESTIGATIONS MAP 2956, GEOLOGIC MAP AND MAP DATABASE OF EASTERN SONOMA AND WESTERN NAPA COUNTIES, CALIFORNIA, 2007

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6658	1"= 4,000'
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GEOLOGIC MAP
CULINARY INSTITUTE OF AMERICA AT GREYSTONE
STORAGE CAVES
2555 MAIN STREET
ST. HELENA, CALIFORNIA

Figure 3

6658 F3.MXD

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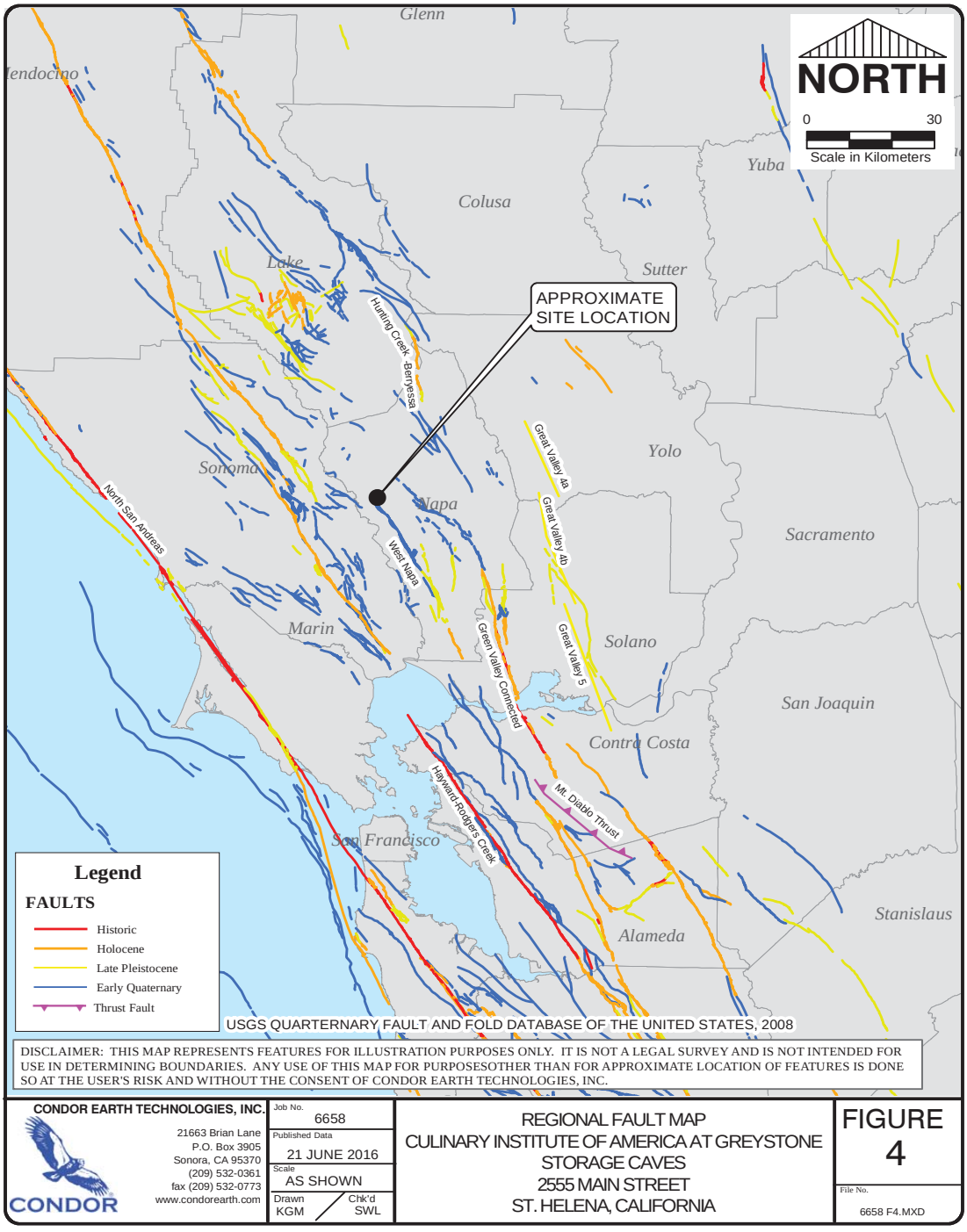

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Job No. 6658
Published Data 21 JUNE 2016
Scale AS SHOWN
Drawn KGM
Chk'd SWL

REGIONAL FAULT MAP
CULINARY INSTITUTE OF AMERICA AT GREYSTONE
STORAGE CAVES
2555 MAIN STREET
ST. HELENA, CALIFORNIA

FIGURE 4

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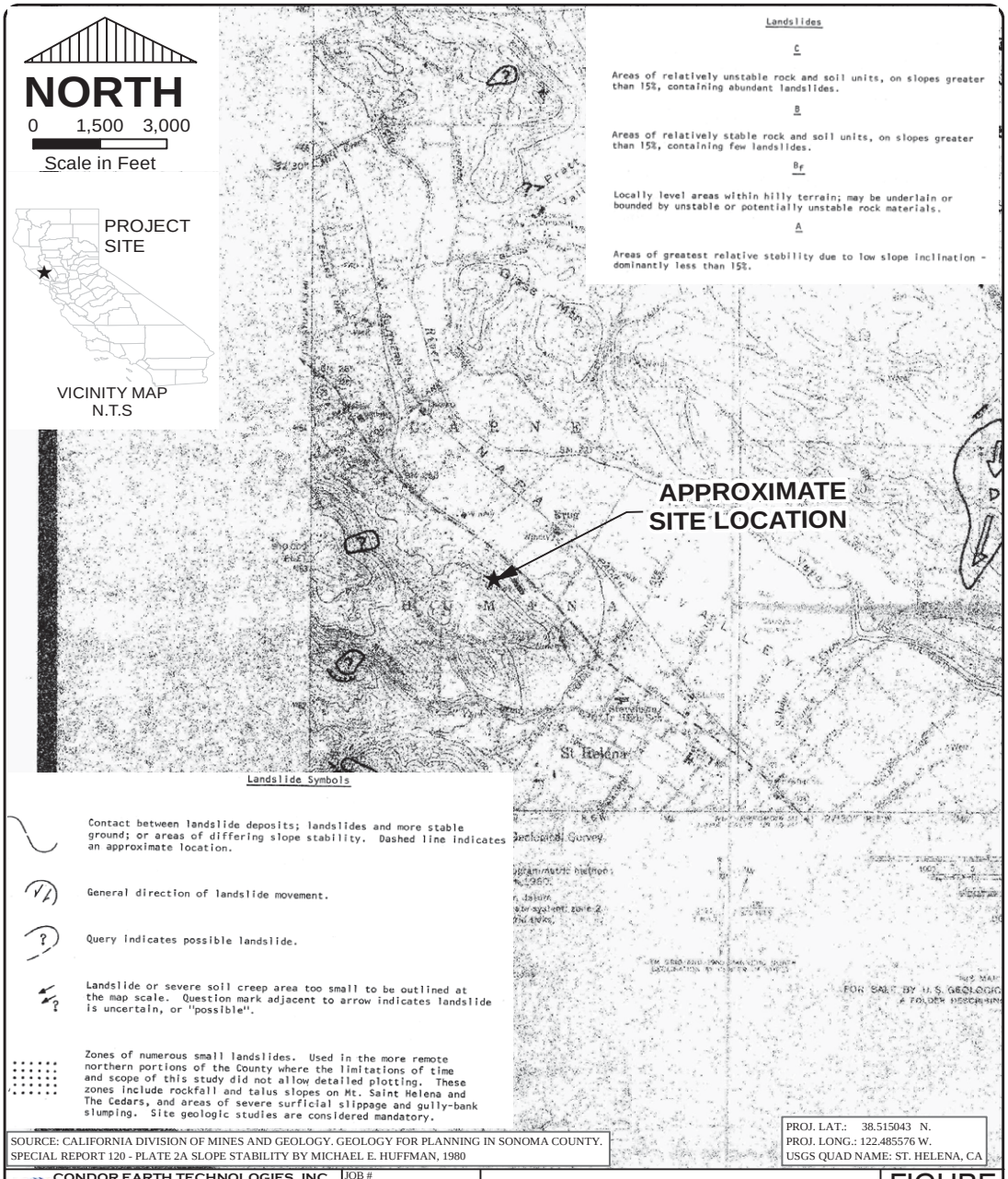
Agenda Item #5.2.



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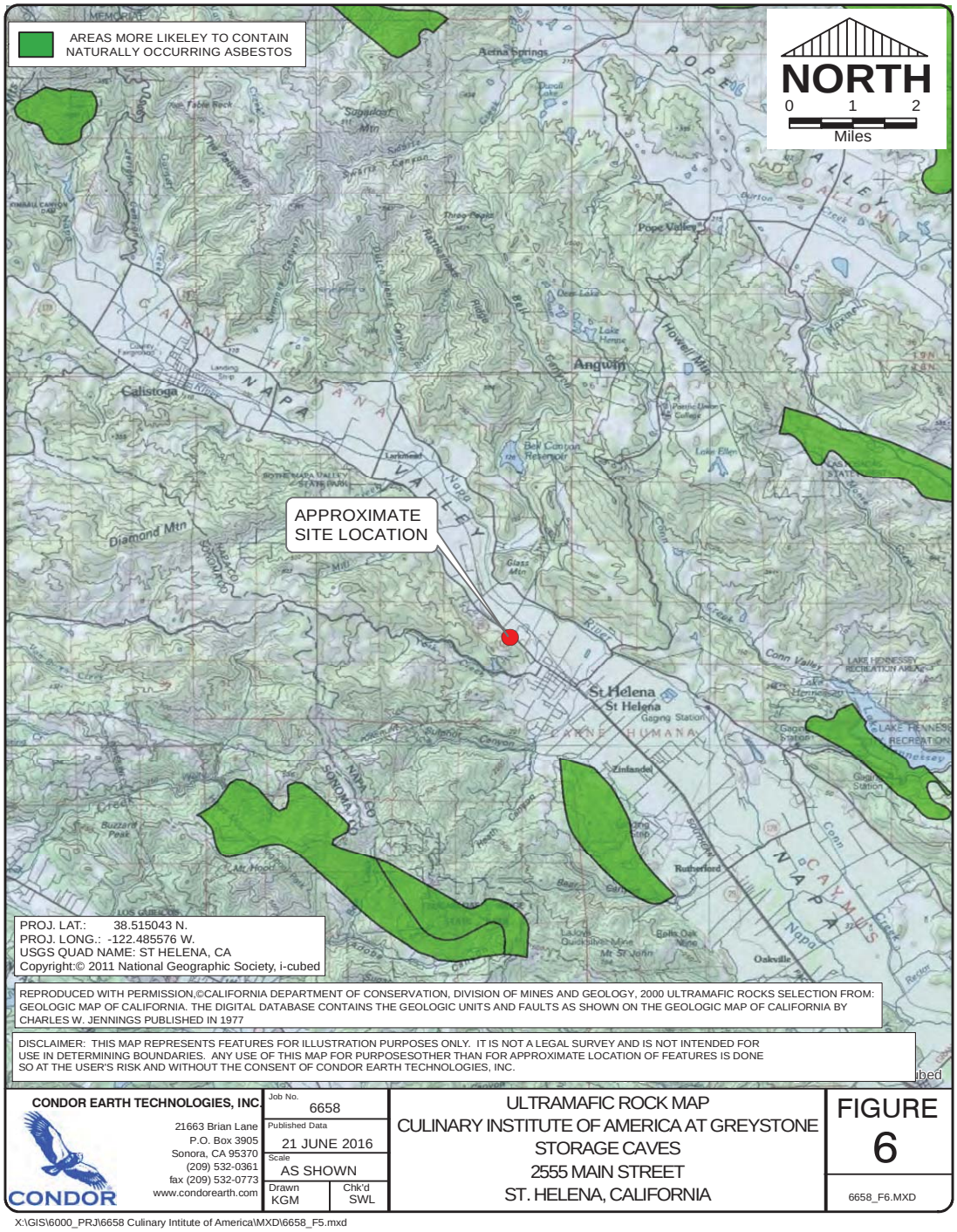
Agenda Item #5.2.



REPRODUCED WITH PERMISSION,©CALIFORNIA DEPARTMENT OF CONSERVATION, DIVISION OF MINES AND GEOLOGY, 2000 ULTRAMAFIC ROCKS SELECTION FROM: GEOLOGIC MAP OF CALIFORNIA. THE DIGITAL DATABASE CONTAINS THE GEOLOGIC UNITS AND FAULTS AS SHOWN ON THE GEOLOGIC MAP OF CALIFORNIA BY CHARLES W. JENNINGS PUBLISHED IN 1977

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Job No.	Published Data	Scale	Drawn	Chk'd
6658	21 JUNE 2016	AS SHOWN	KGM	SWL

ULTRAMAFIC ROCK MAP
CULINARY INSTITUTE OF AMERICA AT GREYSTONE
STORAGE CAVES
2555 MAIN STREET
ST. HELENA, CALIFORNIA

FIGURE 6

6658_F6.MXD

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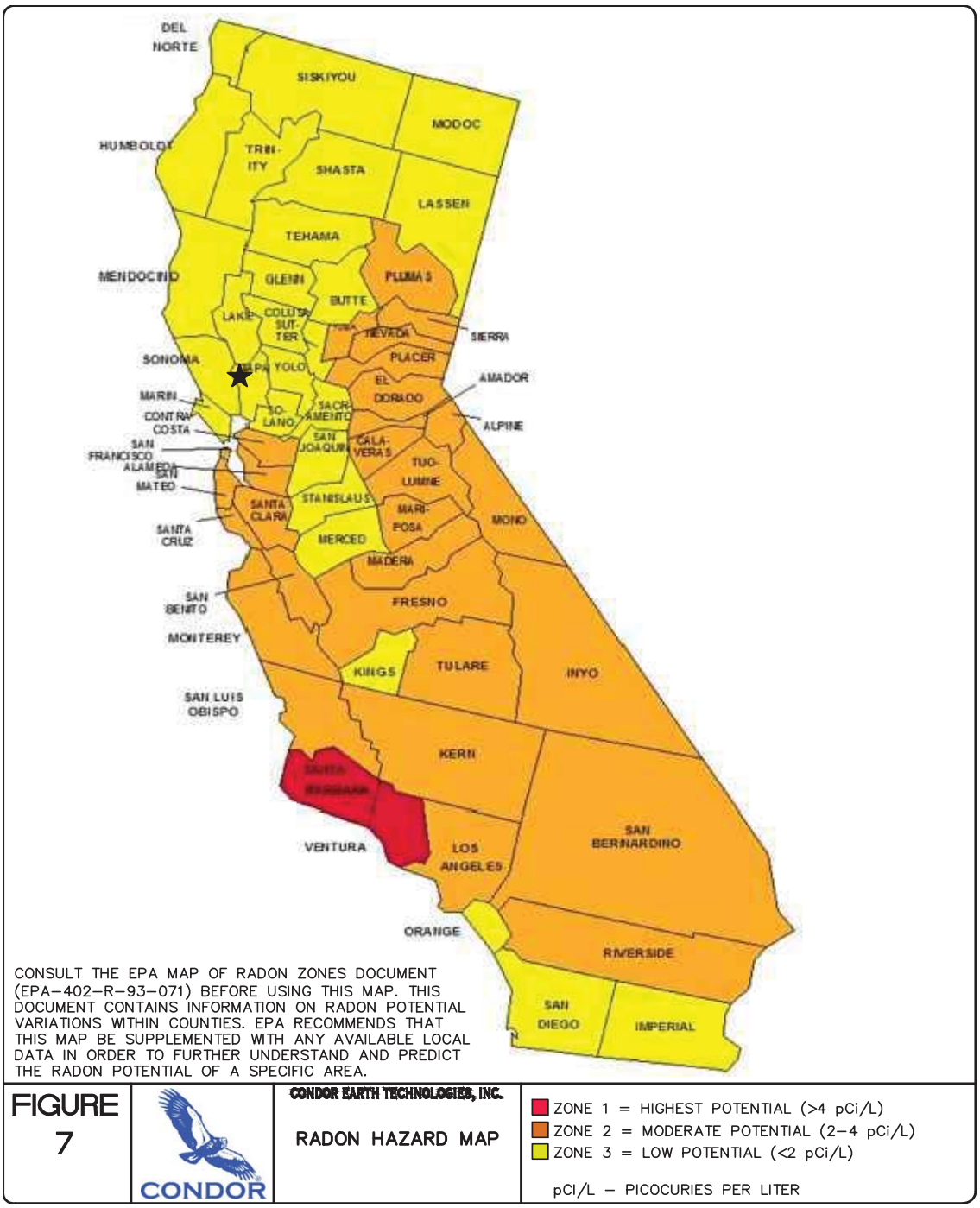

CONSULT THE EPA MAP OF RADON ZONES DOCUMENT (EPA–402–R–93–071) BEFORE USING THIS MAP. THIS DOCUMENT CONTAINS INFORMATION ON RADON POTENTIAL VARIATIONS WITHIN COUNTIES. EPA RECOMMENDS THAT THIS MAP BE SUPPLEMENTED WITH ANY AVAILABLE LOCAL DATA IN ORDER TO FURTHER UNDERSTAND AND PREDICT THE RADON POTENTIAL OF A SPECIFIC AREA.

FIGURE 7

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RADON HAZARD MAP

- ZONE 1 = HIGHEST POTENTIAL (>4 pCi/L)
- ZONE 2 = MODERATE POTENTIAL (2–4 pCi/L)
- ZONE 3 = LOW POTENTIAL (<2 pCi/L)

pCi/L – PICOCURIES PER LITER

APPENDIX A

Log Legend and Soil Classification, Rock Properties, Boring Logs, and Core Photographs

WEATHERING

Severely Weathered – minerals decomposed to soil, but rock fabric and structure are preserved.
Highly Weathered – abundant fractures coated with oxides, carbonates, sulphates, mud, etc., thorough discoloration, rock disintegration, mineral decomposition.
Moderately Weathered – some fracture coating, moderate or localized discoloration, little to no effect on cementation, slight mineral decomposition.
Slightly Weathered – a few stained fractures, slight discoloration, little or no effect on cementation, no mineral decomposition.
Fresh – unaffected by weathering agents; no appreciable change with depth.

FRACTURE, JOINT, OR SHEAR SPACING
(Spacing in Inches)

Very little fractured	Greater than 48
Occasionally fractured	12 to 48
Moderately fractured	6 to 12
Closely fractured	1.25 to 6
Intensely fractured	0.5 to 1.25
Crushed	Less than 0.5

THICKNESS OF SEDIMENTARY ROCK BEDS
(Thickness in Inches)

Very thickly bedded	Greater than 72
Thickly bedded	24 to 72
Medium bedded	8 to 24
Thinly bedded	2.5 to 8
Very thinly bedded	0.75 to 2.5
Laminated	0.25 to 0.75
Thinly laminated	Less than 0.25

FRACTURE OR LAYER SEPARATION
(Thickness of Separations in Millimeters)

Very tight	< 0.1 mm
Tight	0.1 – 0.5 mm
Moderately open	0.5 – 2.5 mm
Open	2.5 – 10 mm
Very wide	> 10 mm

FRACTURE OR LAYER ROUGHNESS

Very Rough - Non-continuous, Hard joint rock wall
Slightly Rough - Hard joint rock wall
Slightly Rough and Soft - Soft joint rock wall
Slickensided - Open and continuous with gouge
Soft Gouge - Open and continuous with soft gouge

STRUCTURE

Intact/Massive – intact rock specimens with few widely spaced discontinuities.
Blocky – well interlocked, undisturbed rock mass, consisting of cubical blocks formed by three intersecting joint sets.
Very blocky – interlocked, partially disturbed, with multi-faceted angular blocks formed by 4 or more joint sets.
Disturbed/Seamy – folded with angular blocks, formed by many intersecting joint sets, persistence of bedding planes or schistosity.
Disintegrated – poorly interlocked, heavily broken, mix of angular and rounded rock pieces.
Laminated/Sheared – lack of blockiness due to close spacing of shear planes.

STRENGTH

Plastic or very low strength.
Friable – crumbles easily by rubbing with fingers.
Weak – an unfractured specimen of such material will crumble under light hammer blows.
Moderately strong – specimen will withstand a few heavy hammer blows before breaking.
Strong – specimen will withstand a few heavy ringing hammer blows and will yield with difficulty only dust and small flying fragments.
Very strong – specimen will resist heavy ringing hammer blows and will yield with difficulty only dust and small flying fragments.

HARDNESS

Soft – reserved for plastic material alone.
Low hardness – can be gouged deeply or carved easily with a knife blade.
Moderately hard – can be readily scratched by a knife blade; scratch leaves a heavy trace of dust and is readily visibly after the powder has been blown away.
Hard – can be scratched with difficulty; scratch produced a little powder and is often faintly visible.
Very hard – cannot be scratched with knife blade; leaves a metallic streak.

GROUND WATER

Dry
Damp
Wet
Dripping
Flowing

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ROCK PROPERTIES

Agenda Item #5.2.

UNIFIED SOIL CLASSIFICATION SYSTEM			
Division		**Group Symbol**	**Group Name**
Coarse-Grained Soils (more than 50 percent retained or the No. 200 sieve)	**Gravel** (% gravel > % sand)	**GW**	Well-graded Gravel (with Sand)
		GW-GM	Well-graded Gravel with Silt (and Sand)
		GW-GC	Well-graded Gravel with Clay (and Sand)
		GP	Poorly graded Gravel (with Sand)
		GP-GM	Poorly graded Gravel with Silt (and Sand)
		GP-GC	Poorly graded Gravel with Clay (and Sand)
		GM	Silty Gravel (with Sand)
		GC	Clayey Gravel (with Sand)
	Sand (% sand ≥ % gravel)	**SW**	Well-graded Sand (with Gravel)
		SW-SM	Well-graded Sand with Silt (and Gravel)
		SW-SC	Well-graded Sand with Clay (and Gravel)
		SP	Poorly graded Sand (with Gravel)
		SP-SM	Poorly graded Sand with Silt (and Gravel)
		SP-SC	Poorly graded Sand with Clay (and Gravel)
		SM	Silty Sand (with Gravel)
		SC	Clayey Sand (with Gravel)
Fine-Grained Soils (50 percent or more passing the No. 200 sieve)	**Silt or Clay** LL < 50	**ML**	Silt (with Sand or Gravel), Sandy Silt (with Gravel), Gravelly Silt (with Sand)
		CL-ML	Silty Clay (with Sand or Gravel), Sandy Silty Clay (with Gravel), Gravelly Silty Clay (with Sand)
		CL	Lean Clay (with Sand or Gravel), Sandy lean Clay (with Gravel), Gravelly lean Clay (with Sand)
		OL	Organic Clay (with Sand or Gravel), Sandy organic Clay (with Gravel), Gravelly organic Clay (with Sand), organic Silt (with Sand or Gravel), Sandy organic Silt (with Gravel), Gravelly organic Silt (with Sand)
	Silt or Clay LL ≥ 50	**MH**	Elastic Silt (with Sand or Gravel), Sandy elastic Silt (with Gravel), Gravelly elastic Silt (with Sand)
		CH	Fat Clay (with Sand or Gravel), Sandy fat Clay (with Gravel), Gravelly fat Clay (with Sand)
		OH	Organic Clay (with Sand or Gravel), Sandy organic Clay (with Gravel), Gravelly organic Clay (with Sand), organic Silt (with Sand or Gravel), Sandy organic Silt (with Gravel), Gravelly organic Silt (with Sand)
Highly Organic Soils		**PT**	Peat and other highly organic soils

Note: Percentages are by dry weight. Soil classifications based on some criteria that are not shown. Group Name items in parentheses may or may not apply, depending on percent of sand or gravel.

Coarse Grained Soil Definitions	
Fraction	**Particle Dimension or U.S. Standard Sieve Size/No.**
Boulders	Above 12"
Cobbles	12" to 3"
Gravel - coarse - fine	 3" to 3/4" 3/4" to No. 4
Sand - coarse - medium - fine	 No. 4 to No. 10 No. 10 to No. 40 No. 40 to No. 200



Split-barrel, 3-inch O.D., 2.43-inch I.D.

Split-barrel, 2.5-inch O.D., 1.93-inch I.D.

Standard Penetration Test (SPT), 2.0-inch O.D., 1.375-inch I.D.

Shelby Tube

Disturbed sample

No recovery

Groundwater level during drilling

Subsequent groundwater level

Note: O.D. = outside diameter I.D. = inside diameter

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LOG LEGEND AND SOIL CLASSIFICATION

Agenda Item #5.2.

ORIGINAL

LOG OF BOREHOLE NO. B-1

PAGE 1 of 1

PROJECT NUMBER: 6658

PROJECT NAME: Culinary Institute of America at Greystone

LOCATION: 2555 Main Street St. Helena, CA

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Sonora, CA 95370
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COORDINATES: 38.514744, -122.485368

REFERENCE POINT FOR DEPTH MEASUREMENT: Ground surface

SURFACE CONDITION: Asphalt paved driveway — ELEVATION OF PIEZOMETER COLLAR: 301 ft.

DIRECTION OF BOREHOLE: Vertical — INCLINATION FROM HORIZONTAL: 90°

TOTAL DEPTH: 39.9 ft. — DATE STARTED: 12/29/15 — DATE COMPLETED: 12/29/15

CONTRACTOR: Taber Drilling

DRILL RIG: CME-55 Track Mounted — DRILLER: Andrew Elbon

LOGGED BY: E. Kentta — DRAWN: EKK — APPROVED:

NUMBER OF CORE BOXES: 7 — STORED: Condor Earth Technologies, Inc.

REMARKS: Backfilled full depth with neat cement

DEPTH	ELEVATION	DATE	TECHNICAL LOG/NOTES	NOTE ON GROUNDWATER AND CIRCULATION	GRAPHIC LOG	DESCRIPTION	WEATHERING	FRACTURE LOG	R.Q.D. %	CORE RECOVERY	END OF RUN	REMARKS/TIME
						0-0.3' ASPHALT					AUGER	1030
						0.3'-39.9' VOLCANOCLASTIC ALLUVIUM - red-brown to dark brown dense CLAYEY SAND (SC) matrix with gravel to cobble-sized clasts, occaisional boulders, poorly consolidated, matrix supported; clasts are mostly volcanic origin, fresh to slightly weathered sub-rounded to sub-angular, moderately strong to strong, moderately hard to hard					3.8'	
5	296										PQ CORE	1045
											7.4'	1057
				70% Return								1103
10	291										12.4'	1117
						12': LL=41, PI=12, w=28.9%, γ_d=87 pcf						1227
15	286					13': w=31.9%, γ_d=81 pcf, C'=470 psf, Ø'=33°					17.4'	1240
			APPROXIMATE TUNNEL ZONE @ 274-289									1252
20	281										22.4'	1307
											24.9'	1315
25	276		BLOW COUNT 14 18 15								CAL MOD	1330
											26.4'	1335
				40% Return							PQ CORE	1340
											29.9'	1344
30	271					29.5-33.4 tan-grey SANDY SILT (ML) medium dense						1357
						29.5: LL=NV, PI=NP					32.4'	1401
												1412
35	266										37.4'	1415
												1427
40	261					Terminated at 39.9'					39.9'	1432
												1442
45												

Agenda Item #5.2.

ORIGINAL

LOG OF BOREHOLE NO. B-2
PAGE 1 of 1

PROJECT NUMBER: 6658
PROJECT NAME: Culinary Institute of America at Greystone
LOCATION: 2555 Main Street St. Helena, CA

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P.O. Box 3905
Sonora, CA 95370
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Fax (209) 532-0773
www.condorearth.com
CONDOR

COORDINATES: 38.514391, -122.485005
REFERENCE POINT FOR DEPTH MEASUREMENT: Ground surface
SURFACE CONDITION: Concrete paved driveway
ELEVATION OF PIEZOMETER COLLAR: 302 ft.
DIRECTION OF BOREHOLE: Vertical
INCLINATION FROM HORIZONTAL: 90°
TOTAL DEPTH: 39.9 ft
DATE STARTED: 12/30/15 DATE COMPLETED: 12/30/15
CONTRACTOR: Taber Drilling
DRILL RIG: CME-55 Track Mounted
DRILLER: Andrew Elbon
LOGGED BY: E. Kentta
DRAWN: EKK APPROVED:
NUMBER OF CORE BOXES: 7
STORED: Condor Earth Technologies, Inc.

REMARKS: Backfilled full depth with neat cement

DEPTH	ELEVATION	DATE	TECHNICAL LOG/NOTES	NOTE ON GROUNDWATER AND CIRCULATION	GRAPHIC LOG	DESCRIPTION	WEATHERING (FR SW MW HW CW)	FRACTURE LOG	R.Q.D. % (0 25 50 75 100)	CORE RECOVERY (0 25 50 75 100)	END OF RUN	REMARKS/TIME
						0-0.75' REINFORCED CONCRETE					PQ CORE	
						0.75'-39.9' VOLCANOCLASTIC ALLUVIUM- red-brown to dark brown dense CLAYEY SAND (SC) matrix with gravel to cobble-sized clasts, occaisional boulders, poorly consolidated, matrix supported; clasts are mostly volcanic origin, fresh to slightly weathered, sub-rounded to sub-angular, moderately strong to strong, moderately hard to hard					AUGER	0912
											5.0'	0926
5	297	12/30/15									PQ CORE	0932
											7.4'	0940
												0945
10	292			100% Return							12.4'	1004
						5': LL=49, PI=17						1011
15	287					14': W=33.1%, γ_d=85 pcf					17.4'	1024
						19': W=22.9%, γ_d=82 pcf, C'=160 psf, Ø'=31°						1030
20	282		APPROXIMATE TUNNEL ZONE = 274-286			19.5' clayey GRAVEL with SAND (GC)					22.4'	1049
						19.5': F=32, LL=40, PI=11						1056
25	277										27.4'	1111
												1120
30	272		20 min. Stop for mechanical repair on rig								32.4'	1157
												1202
35	267			80% Return							37.4'	1215
												1221
40	262					Terminate at 39.9'					39.9'	1232
45												

Agenda Item #5.2.

ORIGINAL

LOG OF BOREHOLE NO. B-3

PAGE 1 of 1

PROJECT NUMBER: 6658
PROJECT NAME: Culinary Institute of America at Greystone
LOCATION: 2555 Main Street St. Helena, CA

CONDOR EARTH TECHNOLOGIES, INC.
20863 Brian Lane
P.O. Box 3905
Sonora, CA 95370
(209) 532-0361
Fax (209) 532-0773
www.condorearth.com
CONDOR

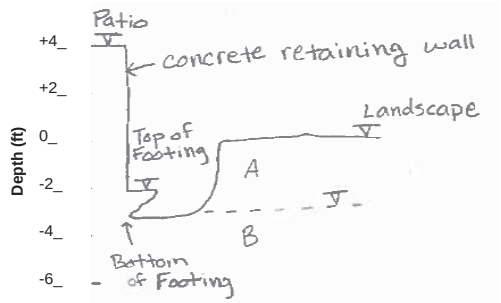
COORDINATES: 38.515144°, -122.485529°
REFERENCE POINT FOR DEPTH MEASUREMENT: Ground Surface
SURFACE CONDITION: Asphalt Driveway
ELEVATION OF PIEZOMETER COLLAR: 289 ft.
DIRECTION OF BOREHOLE: Vertical
INCLINATION FROM HORIZONTAL: 90°
TOTAL DEPTH: 27.1 ft.
DATE STARTED: 5/2/16
DATE COMPLETED: 5/2/16
CONTRACTOR: Taber Drilling
DRILL RIG: CME-55 Track Mounted
DRILLER: Andy Elbon
LOGGED BY: E. Kentta
DRAWN: E. Kentta
APPROVED:
NUMBER OF CORE BOXES: 5
STORED: Condor - Sonora, CA

REMARKS: Backfilled full depth with neat cement grout
■ = 2.5-inch inside diameter sampler

DEPTH	ELEVATION	DATE	TECHNICAL LOG/NOTES	NOTE ON GROUNDWATER AND CIRCULATION	GRAPHIC LOG	DESCRIPTION	WEATHERING	FRACTURE LOG	R. Q. D. %	CORE RECOVERY	END OF RUN	REMARKS/TIME
		5/2/16				4" Asphalt					AUGER	0844
						0.5'-6' ARTIFICIAL FILL - SANDY CLAY (CL) with GRAVEL and rock blocks; brown, stiff, fine to coarse sand, fine to coarse subangular gravel, subangular, hard rock blocks ①②					2.5'	0858
											■ BLOWS	0900
											4.0'	0905
5	284		APPROXIMATE TUNNEL ZONE								AUGER 5.0'	0910 0913
						6'-27.1' SONOMA VOLCANICS - VOLCANICLASTIC ALLUVIUM: CLAYEY SAND (SC) matrix, red-brown, dense, fine to coarse sand, with fine to coarse gravel and cobble-sized clasts, matrix supported; clasts are mostly volcanic origin, fresh to moderately weathered, subangular, strong, hard, vesicular ③					PQ 7.1'	0924 0940 0947
10	279			≈90% RETURN							12.1'	1003 1008
15	274					9.5-27.1' yellow/dark brown matrix					17.1'	1027 1033
						①2.5': W=12.7, γd=113						
20	269					②5': LL=38, PI=14					22.1'	1055 1059
						③8.5': LL=59, PI=20						
25	264										27.1'	1124
						Terminated at 27.1 ft.						
30	259											

CONDOR EARTH TECHNOLOGIES, INC.
LOG OF TEST PIT - 1

Project:	Culinary Institute of America at Greystone 2555 Main Street St. Helena, CA	**Location:**	See Figure 2
		Approx. Elev. (ft):	
		Approx. Depth (ft):	3
Project No.:	6658	**Approx. Length (ft):**	5.5
Logged By:	A. Kositsky	**Orientation:**	N 10 ° W
Date:	4/18/16	**Equipment:**	shovel, slide hammer



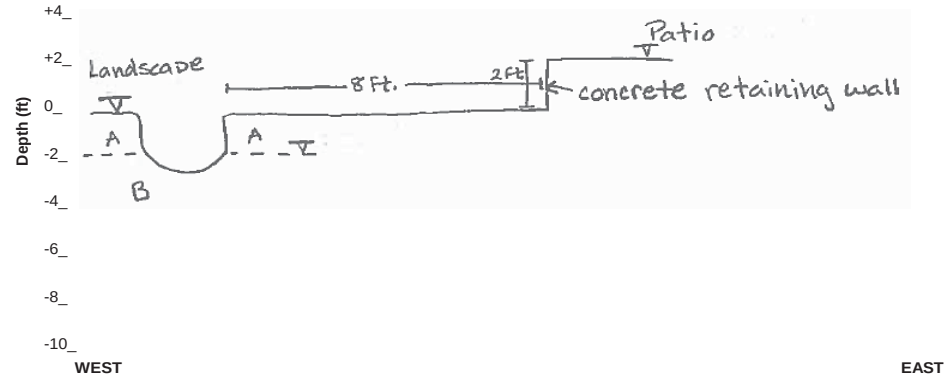
Layer	Description
A	**ARTIFICIAL FILL** - **CLAY with SAND (CL):** dark brown, moist to wet, stiff, fine sand, moderate plasticity 2 ft: LL=37, PI=20, w=20.3, γd=90, c'=170, ϕ'=24.1
B	**SONOMA VOLCANICS** - **VOLCANICLASTIC ALLUVIUM:** severely weathered to consistency of CLAY WITH SAND (CL), yellow-brown, moist, very stiff, fine sand 3 ft: LL=34, PI=16, w=33.3, γd=87, c'=200, ϕ'=23.7

GROUNDWATER: not encountered at time of excavation
SAMPLE: Two 2-inch diameter tubes at 3 ft., one 2-inch diameter tube at 2 ft., disturbed (bag) sample at 2 ft.
NOTES:

LEGEND:
PP = Pocket Penetrometer Resistance - Unconfined Compressive Strength (tons per square foot)
F = Percent Passing No. 200 Sieve by Dry Weight, LL = Liquid Limit, PI = Plasticity Index
w = Moisture Content (percent), γ_d = Dry Unit Weight (pounds per cubic foot)
q_u = Unconfined Compressive Strength - Laboratory (pounds per square foot)
S_u = Undrained Shear Strength (pounds per square foot)
Drained Shear Strength Parameters: c' = Cohesion (pounds per square foot), ϕ' = Internal Friction Angle (deg)

CONDOR EARTH TECHNOLOGIES, INC.
LOG OF TEST PIT - 2

Project:	Culinary Institute of America at Greystone 2555 Main Street St. Helena, CA	**Location:**	See Figure 2
		Approx. Elev. (ft):	
Project No.:	6658	**Approx. Depth (ft):**	2.5
Logged By:	A. Kositsky	**Approx. Length (ft):**	3
Date:	4/18/16	**Equipment:**	shovel



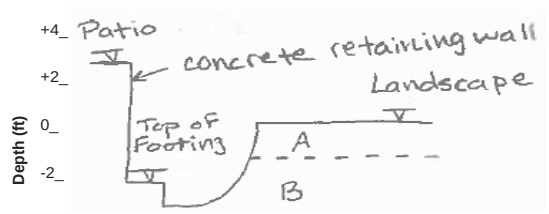
Layer	Description
A	**ARTIFICIAL FILL - SANDY CLAY WITH GRAVEL ROCK BLOCKS (CL):** red-brown and brown, dry, stiff, fine to coarse sand, fine to coarse and subangular gravel, subangular to subrounded rock blocks up to 18 inches in size
B	**SONOMA VOLCANICS - VOLCANICLASTIC ALLUVIUM:** severely weathered to consistency of SANDY CLAY (CL), yellow-brown, dry, very stiff, fine sand

GROUNDWATER: not encountered at time of excavation
SAMPLE: not sampled
NOTES:

LEGEND:
PP = Pocket Penetrometer Resistance - Unconfined Compressive Strength (tons per square foot)
F = Percent Passing No. 200 Sieve by Dry Weight, LL = Liquid Limit, PI = Plasticity Index
w = Moisture Content (percent), γ_d = Dry Unit Weight (pounds per cubic foot)
q_u = Unconfined Compressive Strength - Laboratory (pounds per square foot)
S_u = Undrained Shear Strength (pounds per square foot)
Drained Shear Strength Parameters: c' = Cohesion (pounds per square foot), ϕ' = Internal Friction Angle (deg)

CONDOR EARTH TECHNOLOGIES, INC.
LOG OF TEST PIT - 3

Project:	Culinary Institute of America at Greystone 2555 Main Street St. Helena, CA	**Location:**	See Figure 2
		Approx. Elev. (ft):	
Project No.:	6658	**Approx. Depth (ft):**	3
Logged By:	A. Kositsky	**Approx. Length (ft):**	2
Date:	4/18/16	**Equipment:**	shovel



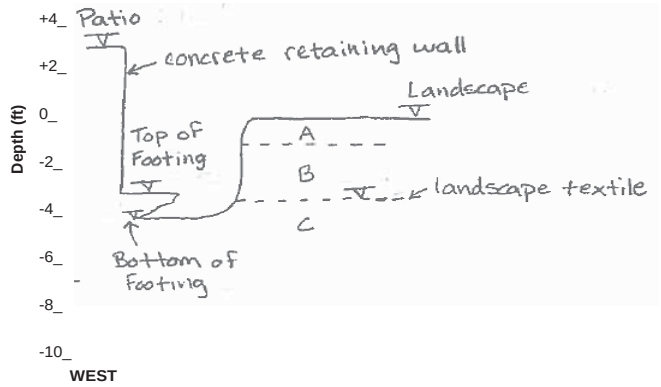
Layer	Description
A	**ARTIFICIAL FILL** - **CLAY (CL):** dark brown, wet, very stiff
B	**ARTIFICIAL FILL - Poorly-Graded SAND with CLAY and GRAVEL (SP-SC):** brown, moist, dense, fine to coarse sand, coarse and subangular gravel consisting of hard rock 3ft: F=5.8, LL=28, PI=11

GROUNDWATER: not encountered at time of excavation
SAMPLE: disturbed (bag) sample at 3 ft.
NOTES:

LEGEND:
PP = Pocket Penetrometer Resistance - Unconfined Compressive Strength (tons per square foot)
F = Percent Passing No. 200 Sieve by Dry Weight, LL = Liquid Limit, PI = Plasticity Index
w = Moisture Content (percent), γ_d = Dry Unit Weight (pounds per cubic foot)
q_u = Unconfined Compressive Strength - Laboratory (pounds per square foot)
S_u = Undrained Shear Strength (pounds per square foot)
Drained Shear Strength Parameters: c' = Cohesion (pounds per square foot), ϕ' = Internal Friction Angle (deg)

CONDOR EARTH TECHNOLOGIES, INC.
LOG OF TEST PIT - 4

Project:	Culinary Institute of America at Greystone 2555 Main Street St. Helena, CA	**Location:**	See Figure 2
		Approx. Elev. (ft):	
Project No.:	6658	**Approx. Depth (ft):**	3.9
Logged By:	E. Kentta	**Approx. Length (ft):**	4.4' x 2.4'
Date:	5/2/16	**Orientation:**	N 20 ° W
		Equipment:	shovel



Layer	Description
A	**ARTIFICIAL FILL** - **SANDY CLAY (CL) with GRAVEL:** red-brown to brown, dry to moist, stiff, fine to coarse sand, subangular to subrounded gravel consisting of hard rock, roots
B	**ARTIFICIAL FILL - Well-Graded SAND with GRAVEL (SW):** tan, moist, medium dense, fine to medium sand, minor coarse sand and subangular fine gravel, roots
C	**SONOMA VOLCANICS - VOLCANICLASTIC ALLUVIUM:** severely weathered to consistency of SANDY CLAY (CL), light brown, moist, stiff, fine to coarse sand, subangular to subrounded gravel consisting of hard rock

GROUNDWATER: not encountered at time of excavation
SAMPLE: not sampled
NOTES:

LEGEND:
PP = Pocket Penetrometer Resistance - Unconfined Compressive Strength (tons per square foot)
F = Percent Passing No. 200 Sieve by Dry Weight, LL = Liquid Limit, PI = Plasticity Index
w = Moisture Content (percent), γ_d = Dry Unit Weight (pounds per cubic foot)
q_u = Unconfined Compressive Strength - Laboratory (pounds per square foot)
S_u = Undrained Shear Strength (pounds per square foot)
Drained Shear Strength Parameters: c' = Cohesion (pounds per square foot), ϕ' = Internal Friction Angle (deg)

6658 CIA Core Box Photos



IMG_3933.JPG



IMG_3934.JPG

6658 CIA Core Box Photos



IMG_3935.JPG



IMG_3936.JPG

6658 CIA Core Box Photos



IMG_3937.JPG



IMG_3938.JPG

6658 CIA Core Box Photos



IMG_3939.JPG



IMG_3940.JPG

6658 CIA Core Box Photos



IMG_3941.JPG



IMG_3942.JPG

6658 CIA Core Box Photos



IMG_3943.JPG



IMG_3944.JPG

6658 CIA Core Box Photos



IMG_3945.JPG



IMG_3946.JPG

6658 CIA Core Box Photos



IMG_4701.JPG

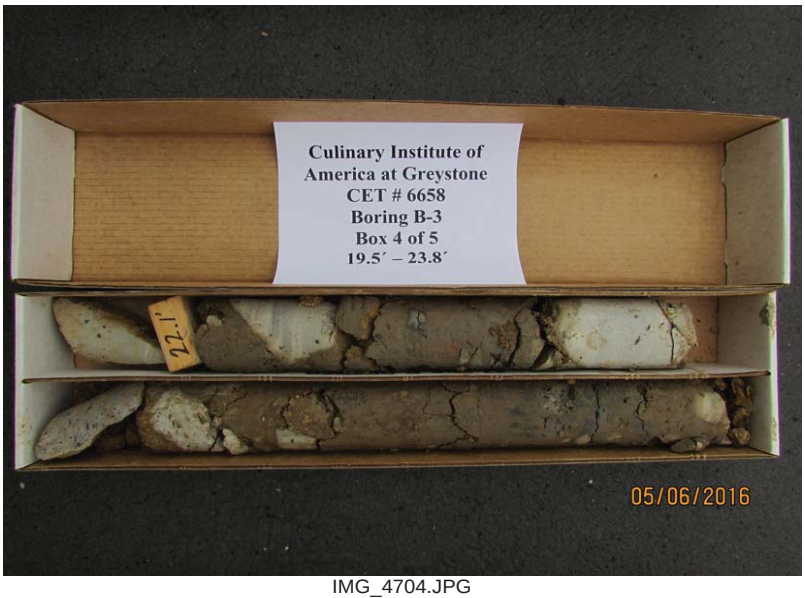


IMG_4702.JPG

6658 CIA Core Box Photos



IMG_4703.JPG



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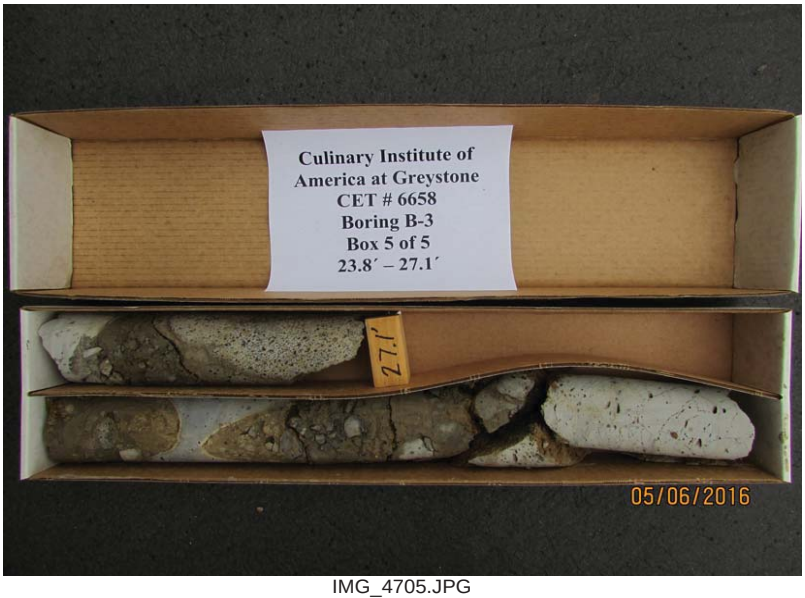
6658 CIA Core Box Photos



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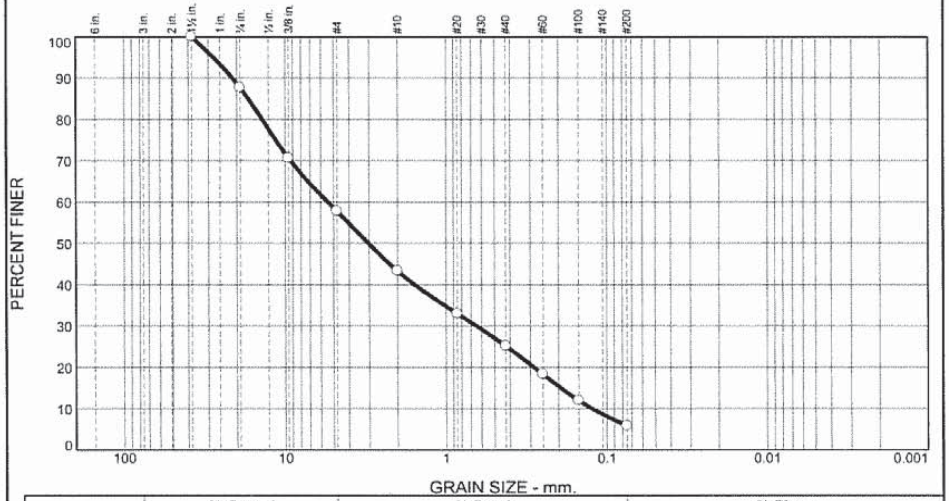
APPENDIX B
Laboratory Test Reports

Agenda Item #5.2.

Particle Size Distribution Report



	% +3"	% Gravel		% Sand			% Fines	
		Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
○	0.0	12.3	29.9	14.5	18.1	19.4	5.8	

	LL	PL	D_{85}	D_{60}	D_{50}	D_{30}	D_{15}	D_{10}	C_c	C_u
○	28	17	16.9618	5.4073	3.0259	0.6458	0.1941	0.1237	0.62	43.71

Material Description	USCS	AASHTO
○ Brown,poorly graded SAND with clay & gravel.	SP-SC	A-2-6(0)

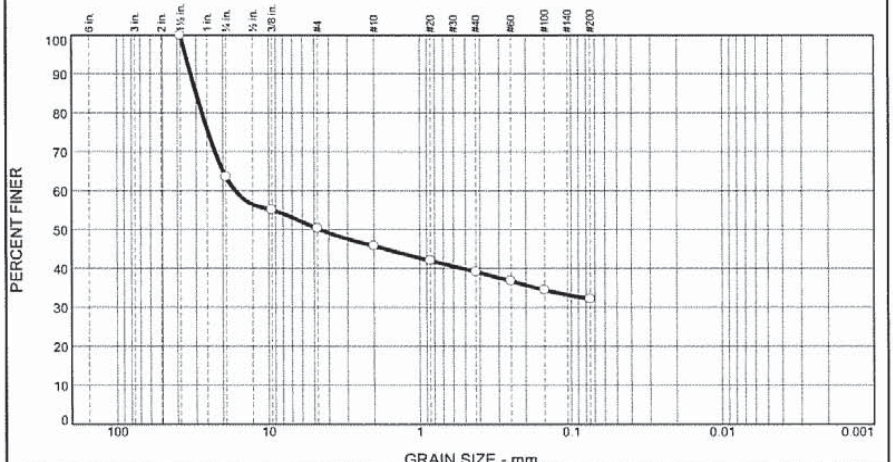
Project No. 6658 **Client:** Condor Earth Technologies,Inc.
Project: Storage Caves-Culinary Institute of America
○ **Location:** TP-3 **Depth:** 3'

Remarks:

Soil Mechanics Lab
Oakland, California
Plate

Tested By: MA **Checked By:** _____

Particle Size Distribution Report



	% +3"	% Gravel		% Sand			% Fines	
		Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
○	0.0	36.5	13.2	4.5	6.6	7.0	32.2	

	LL	PL	D_{85}	D_{60}	D_{50}	D_{30}	D_{15}	D_{10}	C_c	C_u
○			29.8859	16.6213	4.5699					

Material Description	USCS	AASHTO
○ Dense,dark brown clayey fine to coarse GRAVEL with sand.	GC	

Project No. 6658 **Client:** Condor Earth Technologies,Inc.
Project: Culinary Institute of America,
○ **Location:** B-2 **Depth:** 19'

Remarks:

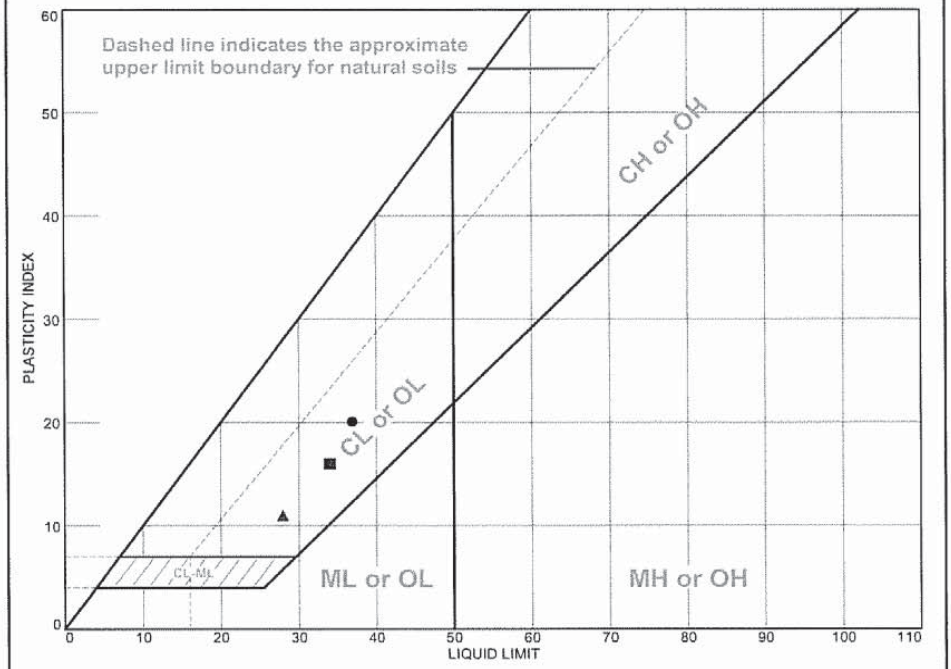
Soil Mechanics Lab

Oakland, California

Plate

Tested By: MA **Checked By:** _____

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Dark brown CLAY with sand.	37	17	20			CL
■	Yellow-brown sandy CLAY.	34	18	16			CL
▲	Brown,well graded SAND with clay & gravel.	28	17	11	25.2	5.8	SP-SC

Project No. 6658 **Client:** Condor Earth Technologies,Inc.

Project: Storage Caves-Culinary Institute of America

Remarks:

●**Location:** TP-1 **Depth:** 2'
■**Location:** TP-1 **Depth:** 3'
▲**Location:** TP-3 **Depth:** 3'

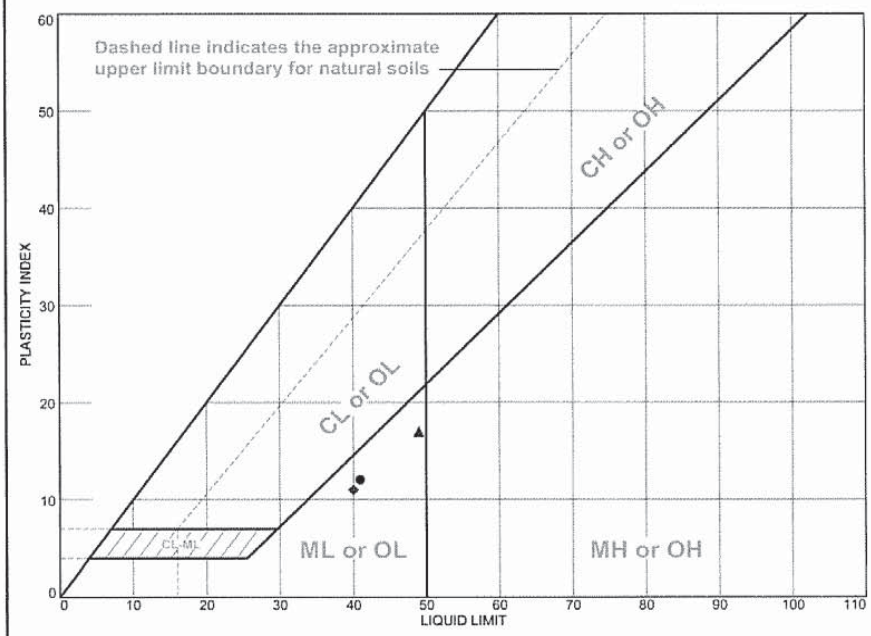
Soil Mechanics Lab

Oakland, California

Plate

Tested By: MA **Checked By:**

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Dark brown clayey SAND with gravel.	41	29	12			SC
■	Olive gray sandy SILT.	NV	NP	NP			ML
▲	Dark brown clayey SAND with gravel.	49	32	17			SC
◆	Dark brown clayey GRAVEL with sand.	40	29	11			GC

Project No. 6658 **Client:** Condor Earth Technologies,Inc.

Project: Culinary Institute of America,
2555 Main Street,St. Helena,CA.

●**Location:** B-1 **Depth:** 12.5'
■**Location:** B-1 **Depth:** 29.5'
▲**Location:** B-2 **Depth:** 5'
◆**Location:** B-2 **Depth:** 19.5'

Remarks:

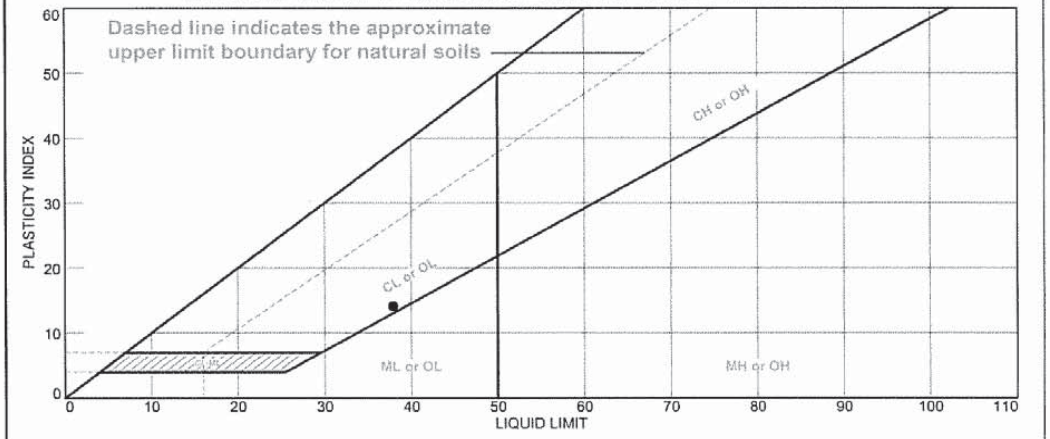
Soil Mechanics Lab

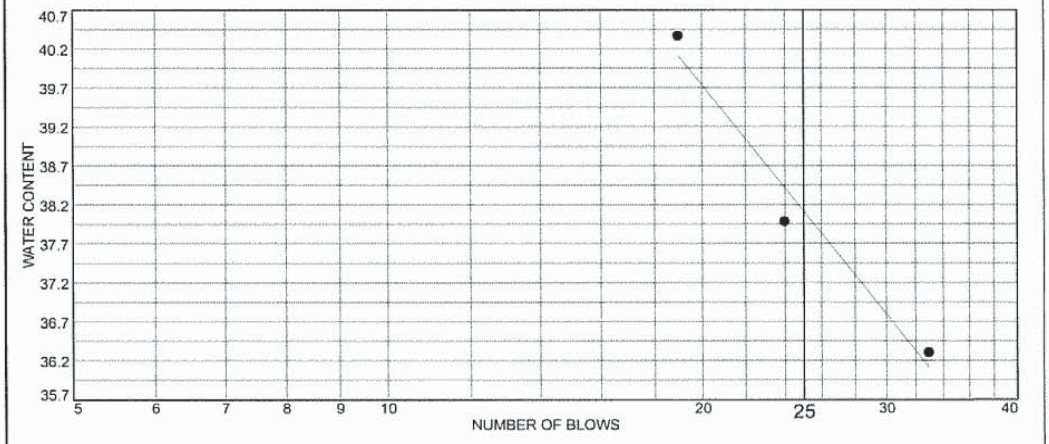
Oakland, California

Plate

Tested By: MA **Checked By:** _____

LIQUID AND PLASTIC LIMITS TEST REPORT





	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Gray Sandy Lean Clay	38	24	14			

Project No. 6658 **Client:** Culinary Institute of America at Greystone Winery

Project: CIA Greystone Storage Caves

Location: B3 @ -5'
Sample Number: B3-5' **Depth:** -5'

CONDOR EARTH TECHNOLOGIES

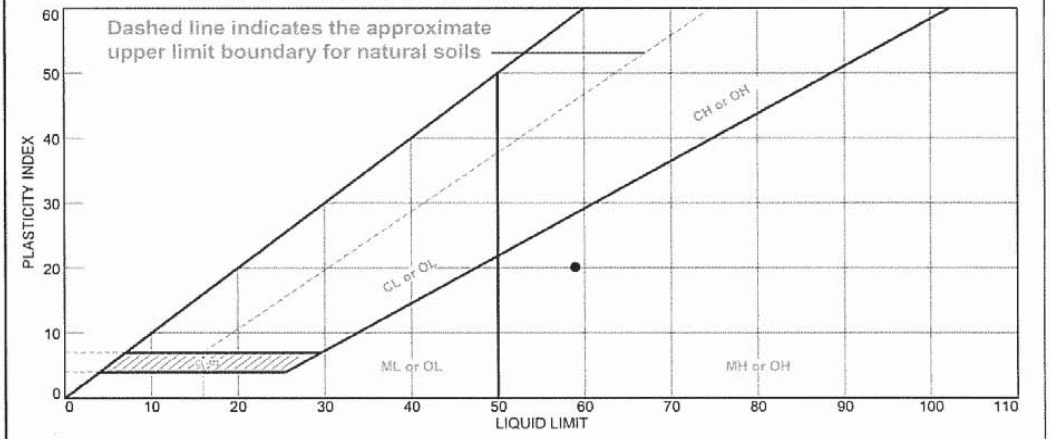
Jamestown, CA

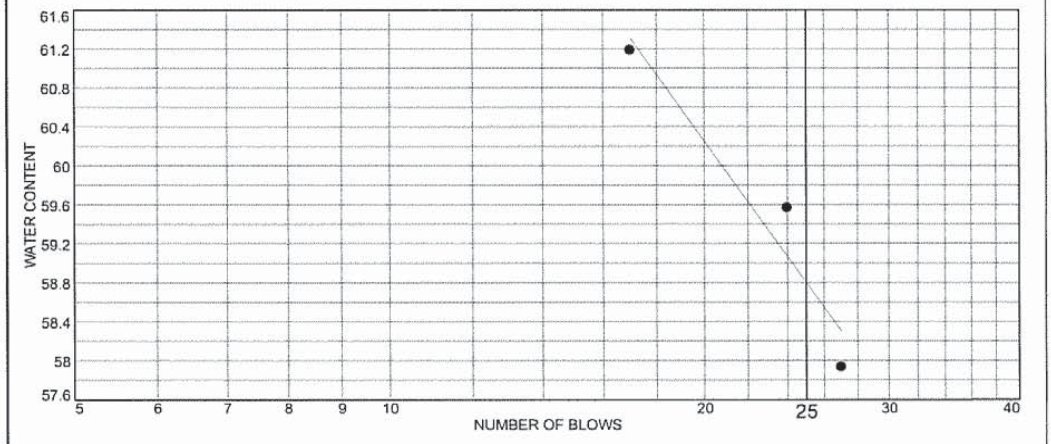
Remarks:

Figure

Tested By: N. Garnica **Checked By:** R. Long

LIQUID AND PLASTIC LIMITS TEST REPORT





	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Tan Sandy Elastic Silt with Gravel	59	39	20			MH

Project No. 6658 **Client:** Culinary Institute of America at Greystone Winery

Project: CIA Greystone Storage Caves

Location: B3 @ -8.5'
Sample Number: B3-8.5' **Depth:** -8.5'

Remarks:

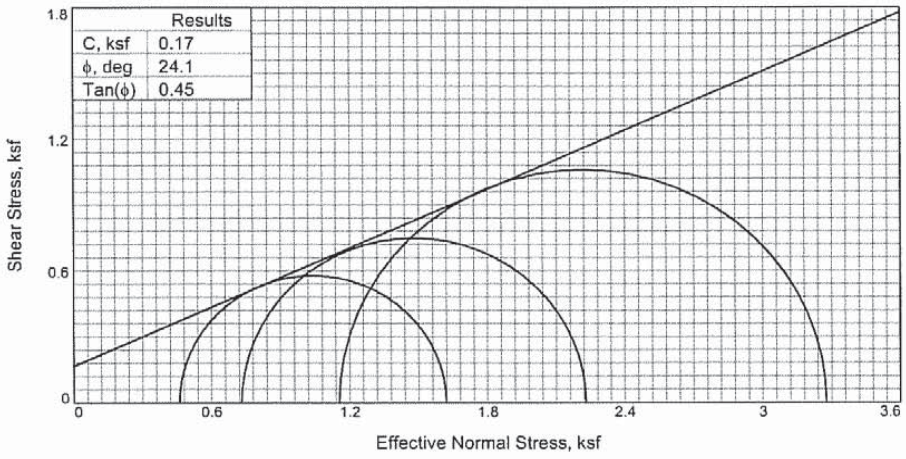
CONDOR EARTH TECHNOLOGIES

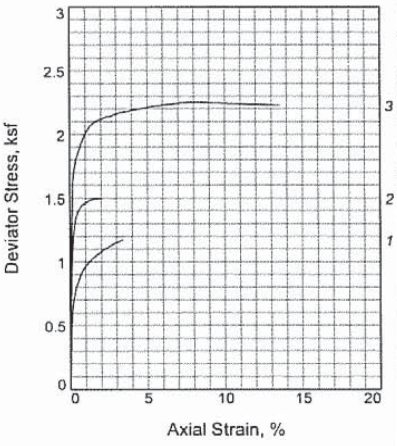
Jamestown, CA

Figure

Tested By: N. Garnica **Checked By:** R. Long

Agenda Item #5.2.





Sample No.		1	2	3
Initial	Water Content, %	20.3	20.3	20.3
	Dry Density, pcf	89.8	89.8	89.8
	Saturation, %	62.5	62.5	62.5
	Void Ratio	0.8775	0.8775	0.8775
	Diameter, in.	1.93	1.93	1.93
	Height, in.	4.10	4.10	4.10
At Test	Water Content, %	32.7	31.9	30.9
	Dry Density, pcf	91.6	92.6	94.0
	Saturation, %	105.0	105.2	105.3
	Void Ratio	0.8393	0.8202	0.7925
	Diameter, in.	1.91	1.93	1.94
	Height, in.	4.10	3.96	3.88
Strain rate, %/min.		0.0030	0.0030	0.0030
Eff. Cell Pressure, psi		3.47	6.94	13.89
Fail. Stress, ksf		1.16	1.50	2.12
Excess Pore Pr., ksf		0.04	0.27	0.85
Strain, %		3.2	1.8	2.1
Ult. Stress, ksf				
Excess Pore Pr., ksf				
Strain, %				
$\bar{\sigma}_1$ Failure, ksf		1.62	2.23	3.28
$\bar{\sigma}_3$ Failure, ksf		0.46	0.73	1.15

Type of Test: CU with Pore Pressures
Sample Type: 2" Liner
Description: CLAY with sand(CL),dark brown.

Assumed Specific Gravity= 2.70
Remarks:

Plate _____

Client: Condor Earth Technologies,Inc.

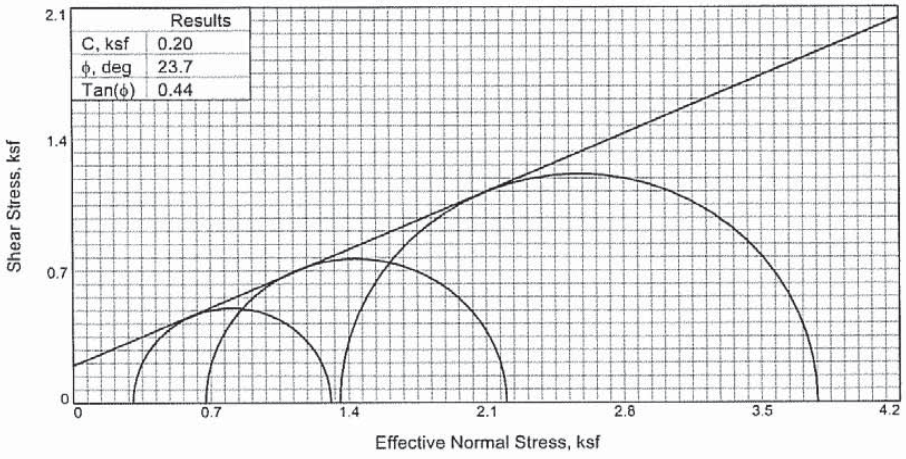
Project: Storage Caves-Culinary Institute of America

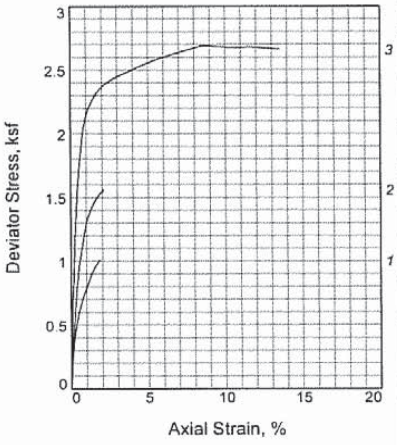
Location: TP-1
Depth: 2'
Proj. No.: 6658 **Date Sampled:**

TRIAXIAL SHEAR TEST REPORT
Soil Mechanics Lab
Oakland, California

Tested By: MA

Agenda Item #5.2.





Sample No.		1	2	3
Initial	Water Content, %	33.3	33.3	33.3
	Dry Density, pcf	86.9	86.9	86.9
	Saturation, %	95.8	95.8	95.8
	Void Ratio	0.9390	0.9390	0.9390
	Diameter, in.	1.93	1.93	1.93
	Height, in.	3.83	3.83	3.83
At Test	Water Content, %	36.1	35.5	34.7
	Dry Density, pcf	86.9	87.7	88.7
	Saturation, %	103.9	103.9	104.0
	Void Ratio	0.9390	0.9221	0.9010
	Diameter, in.	1.93	1.94	1.95
	Height, in.	3.83	3.76	3.68
Strain rate, %/min.		0.0030	0.02	0.0030
Eff. Cell Pressure, psi		3.47	6.94	13.89
Fail. Stress, ksf		1.01	1.53	2.43
Excess Pore Pr., ksf		0.20	0.33	0.64
Strain, %		1.8	1.9	2.7
Ult. Stress, ksf				
Excess Pore Pr., ksf				
Strain, %				
$\bar{\sigma}_1$ Failure, ksf		1.31	2.20	3.78
$\bar{\sigma}_3$ Failure, ksf		0.30	0.67	1.36

Type of Test:
CU with Pore Pressures
Sample Type: 2" Liner
Description: Sandy CLAY(CL),yellow brown

Assumed Specific Gravity= 2.70
Remarks:

Plate _____

Client: Condor Earth Technologies,Inc.

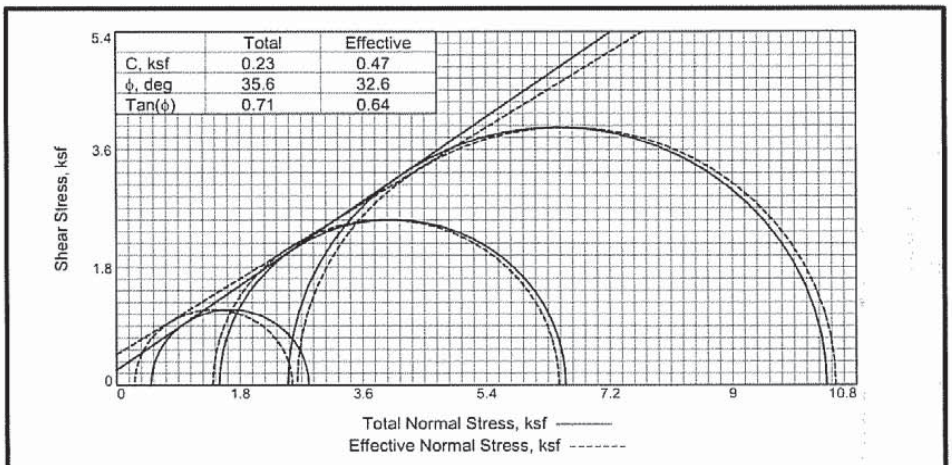
Project: Storage Caves-Culinary Institute of America

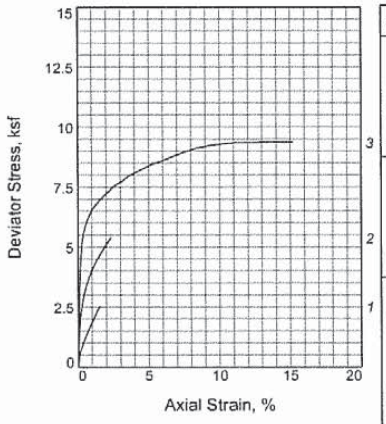
Location: TP-1
Depth: 3'
Proj. No.: 6658 **Date Sampled:**

TRIAXIAL SHEAR TEST REPORT
Soil Mechanics Lab
Oakland, California

Tested By: MA

Agenda Item #5.2.





Sample No.		1	2	3
Initial	Water Content, %	31.9	31.9	31.9
	Dry Density, pcf	81.8	81.8	81.8
	Saturation, %	81.1	81.1	81.1
	Void Ratio	1.0611	1.0611	1.0611
	Diameter, in.	2.80	2.80	2.80
	Height, in.	5.20	5.20	5.20
At Test	Water Content, %	36.7	36.0	35.5
	Dry Density, pcf	85.7	86.6	87.2
	Saturation, %	102.6	102.6	102.6
	Void Ratio	0.9660	0.9468	0.9338
	Diameter, in.	2.73	2.74	2.77
	Height, in.	5.20	5.12	5.00
Strain rate, %/min.		0.0030	0.0030	0.0030
Eff. Cell Pressure, psi		3.47	10.42	17.36
Fail. Stress, ksf		2.3	5.1	7.9
Excess Pore Pr., ksf		0.2	0.1	-0.1
Strain, %		1.3	2.0	3.4
Ult. Stress, ksf				
Excess Pore Pr., ksf				
Strain, %				
$\bar{\sigma}_1$ Failure, ksf		2.6	6.5	10.5
$\bar{\sigma}_3$ Failure, ksf		0.3	1.4	2.6

Type of Test: CU with Pore Pressures
Sample Type: PQ Core
Description: Dense,dark brown clayey SAND with fine gravel(SC).

Assumed Specific Gravity= 2.70
Remarks:

Plate _____

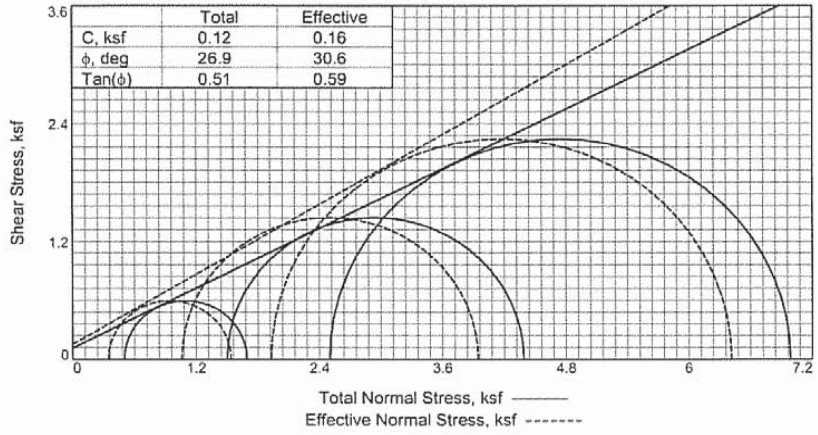
Client: Condor Earth Technologies,Inc.

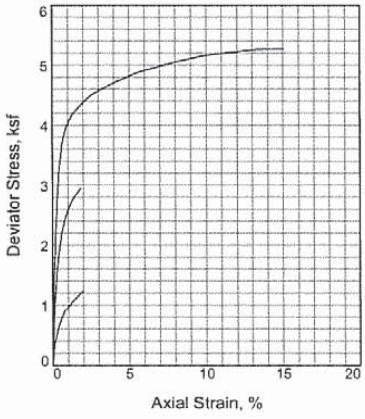
Project: Culinary Institute of America, 2555 Main Street,St. Helena,CA.
Location: B-1
Depth: 13'
Proj. No.: 6658 **Date Sampled:**

TRIAXIAL SHEAR TEST REPORT
Soil Mechanics Lab
Oakland, California

Tested By: MA

	Total	Effective
C, ksf	0.12	0.16
ϕ, deg	26.9	30.6
Tan(ϕ)	0.51	0.59





Sample No.		1	2	3
Initial	Water Content, %	22.9	22.9	22.9
	Dry Density, pcf	82.3	82.3	82.3
	Saturation, %	59.0	59.0	59.0
	Void Ratio	1.0489	1.0489	1.0489
	Diameter, in.	2.90	2.90	2.90
	Height, in.	5.00	5.00	5.00
At Test	Water Content, %	39.6	38.7	38.4
	Dry Density, pcf	82.6	83.6	84.0
	Saturation, %	102.8	102.9	102.9
	Void Ratio	1.0406	1.0160	1.0073
	Diameter, in.	2.89	2.91	2.93
	Height, in.	5.00	4.90	4.81
Strain rate, %/min.		0.0030	0.0030	0.0030
Eff. Cell Pressure, psi		3.47	10.42	17.36
Fail. Stress, ksf		1.19	2.89	4.49
Excess Pore Pr., ksf		0.15	0.44	0.57
Strain, %		1.8	1.6	2.5
Ult. Stress, ksf				
Excess Pore Pr., ksf				
Strain, %				
$\bar{\sigma}_1$ Failure, ksf		1.54	3.95	6.42
$\bar{\sigma}_3$ Failure, ksf		0.35	1.06	1.93

Type of Test: CU with Pore Pressures
Sample Type: PQ Core
Description: Dense,dark brown clayey fine to coarse GRAVEL with sand.

Assumed Specific Gravity= 2.70
Remarks:

Plate _____

Client: Condor Earth Technologies,Inc.

Project: Culinary Institute of America, 2555 Main Street,St. Helena,CA.
Location: B-2
Depth: 19'
Proj. No.: 6658 **Date Sampled:**

TRIAXIAL SHEAR TEST REPORT
Soil Mechanics Lab
Oakland, California

Tested By: MA

California State Certified Laboratory No. 2153

CERCO analytical
1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

15 January, 2016

Job No.1601014
Cust. No.12016

Ms. Emily Kentta
Condor Earth Technologies, Inc.
P.O. Box 3905
Sonora, CA 95370

Subject: Project No.: 6658
Project Name: Culinary Institute of America, 2555 Main St., St. Helena, CA
Corrosivity Analysis – ASTM Test Methods

Dear Ms. Kentta:

Pursuant to your request, CERCO Analytical has analyzed the soil sample submitted on January 05, 2016. Based on the analytical results, this brief corrosivity evaluation is enclosed for your consideration.

Based upon the resistivity measurement, this sample is classified as "moderately corrosive". All buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated steel or iron should be properly protected against corrosion depending upon the critical nature of the structure. All buried metallic pressure piping such as ductile iron firewater pipelines should be protected against corrosion.

The chloride ion concentration reflects none detected with a detection limit of 15 mg/kg.

The sulfate ion concentration is 15 mg/kg and is determined to be insufficient to damage reinforced concrete structures and cement mortar-coated steel at this location.

The pH of the soil is 7.36, which does not present corrosion problems for buried iron, steel, mortar-coated steel and reinforced concrete structures.

The redox potential is 410-mV, which is indicative of aerobic soil conditions.

This corrosivity evaluation is based on general corrosion engineering standards and is non-specific in nature. For specific long-term corrosion control design recommendations or consultation, please call *JDH Corrosion Consultants, Inc. at (925) 927-6630.*

We appreciate the opportunity of working with you on this project. If you have any questions, or if you require further information, please do not hesitate to contact us.

Very truly yours,
CERCO ANALYTICAL, INC.

J. Darby Howard, Jr., P.E.
President

JDH/jdl
Enclosure

California State Certified Laboratory No. 2153

CERCO analytical
1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

Client: Condor Earth Technologies, Inc.
Client's Project No.: 6658
Client's Project Name: Culinary Institute of America, 2555 Main Street, St. Helena, CA
Date Sampled: 4-Jan-16
Date Received: 5-Jan-16
Matrix: Soil
Authorization: Laboratory Test Request

Date of Report: 15-Jan-2016

Job/Sample No.	Sample I.D.	Redox (mV)	pH	Conductivity (umhos/cm)*	Resistivity (100% Saturation) (ohms-cm)	Sulfide (mg/kg)*	Chloride (mg/kg)*	Sulfate (mg/kg)*
1601014-001	B-2 @ 5'	410	7.36	-	2,200	-	N.D.	17

Method:	ASTM D1498	ASTM D4972	ASTM D1125M	ASTM G57	ASTM D4658M	ASTM D4327	ASTM D4327
Reporting Limit:	-	-	10	-	50	15	15
Date Analyzed:	11-Jan-2016	11-Jan-2016	-	12-Jan-2016	-	11-Jan-2016	11-Jan-2016

* Results Reported on "As Received" Basis
N.D. - None Detected

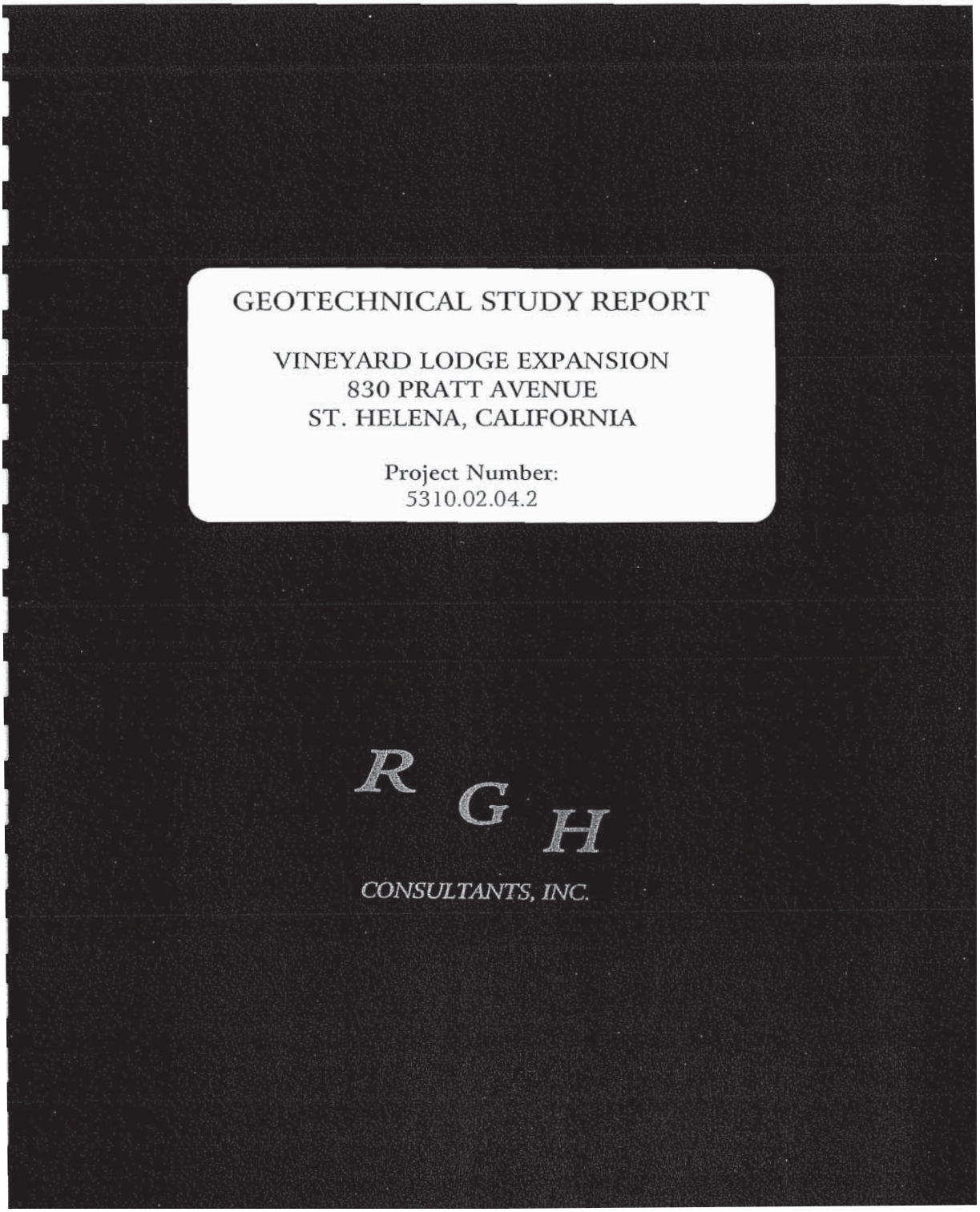
Cheryl McMillen
Laboratory Director

Quality Control Summary - All laboratory quality control parameters were found to be within established limits

Page No. 1

Agenda Item #5.2.

Agenda Item #5.2.



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INFORMATION ABOUT YOUR GEOTECHNICAL REPORT

INTRODUCTION

This report presents the results of our geotechnical study for the Vineyard Lodge expansion project to be constructed at the Culinary Institute of America's facilities located at 830 Pratt Avenue in St. Helena, California. The triangular-shaped property extends over relatively level terrain and contains a vineyard lodge building in the southwest corner (based on true north) of the property along Pratt Avenue and a small triangular-shaped building just northwest of the vineyard lodge building. A paved parking lot lies in front of the building to the northeast and is accessed by Pratt Avenue. The site is bounded on the southwestern side by railroad tracks and on the northeastern side by a vineyard. Wastewater treatment ponds lie to the north of the property. The site location is shown on Plate 1, Appendix A.

We understand it is proposed to remove the triangular-shaped building and construct a new building northwest of the main building and parking area. The new building is to have a concrete slab-on-grade floor. New parking that extends off the existing lot is also planned adjacent to the proposed building. Smaller proposed improvements include two new trellis areas, a new dumpster enclosure, and new walkways.

Actual foundation loads are not known at this time. We anticipate the loads will be typical for the light to moderately heavy type of construction planned and that wall and isolated column loads will range from about 1 to 3 kips per lineal foot and 30 to 40 kips, respectively.

Grading plans are not available, but we anticipate that the planned grading will be the minimum amount needed to construct a level building pad and provide the building site and paved areas with positive drainage, and could include cuts and fills on the order of 1 to 4 feet.

Utility plans are not available, but we have assumed for this study that the project utilities will extend no deeper than 8 feet below the existing ground surface. If project

utilities extend deeper, supplemental exploration may be required to evaluate the soil conditions within and below the utility excavations.

SCOPE

The purpose of our study, as outlined in our Professional Service Agreement dated February 25, 2008, was to generate geotechnical information for the design and construction of the project. Our scope of services included reviewing selected published geologic data pertinent to the site; evaluating subsurface conditions with test borings and laboratory tests; analyzing the field and laboratory data; and presenting this report with the following geotechnical information:

1. A brief description of soil and groundwater conditions observed during our study;

2. A discussion of seismic hazards that may affect the proposed improvements; and

3. Conclusions and recommendations regarding:

    a. Primary geotechnical engineering concerns and mitigating measures, as applicable;

    b. Site preparation and grading including remedial grading of weak, porous, compressible surface soils;

    c. Foundation types, design criteria, and estimated settlement behavior;

d. Support of concrete slabs-on-grade;

e. Preliminary pavement thickness based on our experience with similar soils and projects and the results of one R-value test on the anticipated subgrade soils;

f. Utility trench backfill;

g. Geotechnical engineering drainage improvements; and

h. Supplemental geotechnical engineering services.

STUDY

Site Exploration

We reviewed our previous geotechnical studies in the vicinity and selected geologic references pertinent to the site. The geologic literature reviewed is listed in Appendix B.

On April 28, 2008, we performed a geotechnical reconnaissance of the site and explored the subsurface conditions by drilling six test borings to depths ranging from about 5½ to 18½ feet. The borings were drilled with a truck-mounted drill rig equipped with 8-inch diameter, hollow stem augers at the approximate locations shown on the Exploration Plan, Plate 2. The test boring locations were determined approximately by pacing their distance from features shown on the Exploration Plan and should be considered accurate only to the degree implied by the method used. Our geologist located

and logged the borings and obtained samples of the materials encountered for visual examination, classification and laboratory testing.

Relatively undisturbed samples were obtained from the borings at selected intervals by driving a 2.43-inch inside diameter, split spoon sampler, containing 6-inch long brass liners, using a 140-pound hammer dropping approximately 30 inches. The sampler was driven 12 to 18 inches. The blows required to drive each 6-inch increment were recorded and the blows required to drive the last 12 inches, or portion thereof, were converted to equivalent Standard Penetration Test (SPT) blow counts for correlation with empirical data. Disturbed samples were also obtained at selected depths by driving a 1.375-inch inside diameter (2-inch outside diameter) SPT sampler, without liners or rings, using a 140-pound hammer dropping approximately 30 inches. The sampler was driven 12 to 18 inches, the blows to drive each 6-inch increment were recorded, and the blows required to drive the final 12 inches, or portion thereof, are provided on the test boring logs. A disturbed "bulk" sample was also obtained from the test borings and placed in a plastic bucket.

The logs of the test borings showing the materials encountered, groundwater conditions, converted blow counts, and sample depths are presented on Plates 3 through 8. The soils are described in accordance with the Unified Soil Classification System, outlined on Plate 9.

The test boring logs show our interpretation of subsurface soil and groundwater conditions on the date and at the locations indicated. Subsurface conditions may vary at other locations and times. Our interpretation is based on visual inspection of soil samples, laboratory test results, and interpretation of drilling and sampling resistance. The location of the soil boundaries should be considered approximate. The transition between soil types may be gradual.

Laboratory Testing

The samples obtained from the borings were transported to our office and re-examined by the project engineer to verify soil classifications, evaluate characteristics, and assign tests pertinent to our analysis. Selected samples were laboratory tested to determine their water content, dry density, classification (Atterberg Limits, grain size distribution), shear strength, expansion potential (Expansion Index - EI) and R-value. Some test results are presented on the test boring logs. Results of the classification, shear strength, and R-value tests are presented on Plates 10 through 14.

SITE CONDITIONS

General

Napa County is located within the California Coast Range geomorphic province. This province is a geologically complex and seismically active region characterized by sub-parallel northwest-trending faults, mountain ranges and valleys. The oldest bedrock units are the Jurassic-Cretaceous Franciscan Complex and Great Valley sequence sediments originally deposited in a marine environment. Subsequently, younger rocks such as the Tertiary-age Sonoma Volcanics group, the Plio-Pleistocene-age Clear Lake Volcanics and sedimentary rocks such as the Guinda, Domengine, Petaluma, Wilson Grove, Cache, Huichica and Glen Ellen formations were deposited throughout the province. Extensive folding and thrust faulting during late Cretaceous through early Tertiary geologic time created complex geologic conditions that underlie the highly varied topography of today. In valleys, the bedrock is covered by thick alluvial soils. The site is located near the center of the Napa Valley floor. The Napa Valley is a long, narrow northwest-trending alluvial plain flanked by northwest-trending mountain ridges.

Geology and Soils

The United States Geological Survey (USGS) geologic maps (R.W. Graymer, et al., 2007) indicate the property is underlain by Holocene Epoch alluvial fan deposits. The alluvial fan deposits are shown to comprise moderately to poorly sorted and moderately to poorly bedded sand, gravel, silt, and clay, which were deposited where streams emanate from upland regions onto valley floors or plains.

Mapping by the U.S. Soil Conservation Service (Soil Survey Staff, 2008) has classified soil over the portions of the property proposed for development as belonging to the Bale clay loam series. The Bale clay loam series comprises two soil horizons. The topsoil is shown to be a clay loam that exhibits medium plasticity (LL = 30-50; PI = 10-25) and moderate shrink-swell potential, and extends from a depth of 0 to 24 inches. The subsoil is shown to be a stratified loam to gravelly sandy loam that exhibits low plasticity (LL = 15-20; PI = NP-5) and low shrink-swell potential, and extends from a depth of 24 to 60 inches. Runoff over these soils is slow. The hazard of erosion is slight. The risk of corrosion is given as high (topsoil) and low (subsoil) for uncoated steel, and moderate (topsoil and subsoil) for concrete. Performing corrosivity tests to verify these values was not part of our requested and/or proposed scope of work. Should the need arise, we would be pleased to provide a proposal to evaluate these characteristics.

Landslides

The USGS maps of landslides (Dwyer, 1976) do not indicate large-scale slope instability at the planned Vineyard Lodge Expansion site, and we did not observe active landslides at the site during our study.

Surface

The property extends primarily over relatively level alluvial terrain outside of the Napa River flood plain. The proposed building site is covered with seasonal grass and weeds and is located adjacent to the existing facility. Natural drainage consists of sheet flow over the ground surface that concentrates in man made surface drainage elements such as roadside ditches, and natural drainage elements such as swales and creeks.

In general, the ground surface is moderately hard. However, soils in the area that appear hard and strong when dry will typically lose strength rapidly and settle under the loads of fills, foundations and slabs as their moisture content increases and approaches saturation. This typically occurs because the surface soils are weak, porous and compressible.

Subsurface

Our borings and laboratory tests indicate that the portion of the site we studied is blanketed to depths of 6 to 8 feet with clayey soils that are weak, porous and compressible to a depth of 2 to 3 feet. As mentioned, porous soils appear hard and strong when dry but become weak and compressible as their moisture content increases towards saturation. These soils exhibit low plasticity (LL = 35; PI = 15) and low expansion potential (EI = 52). The surface soils are locally covered by 1 to 2 feet of heterogeneous fill. Heterogeneous fill is a material with varying density, strength, compressibility and shrink-swell characteristics that often has an unknown origin and placement history. The Liquid Limit (LL) and Plasticity Index (PI) for the fill soils matched the underlying natural soils (described above), while the Expansion Index was 46. These surface materials are underlain by interbedded sand and gravel with varying amounts of clay and cobbles. A detailed description of subsurface conditions found in our borings is given on Plates 3 through 8, Appendix A.

Groundwater

Free groundwater was first detected in our borings at depths ranging from 7 to 11 feet below the ground surface at the time of drilling. When the holes were backfilled 1½ hours after drilling was completed, the water level had risen a depth of about 7 feet. Fluctuation in the groundwater level typically occurs because of a variation in rainfall intensity, duration and other factors such as flooding and periodic irrigation.

Flooding

Our review of the Federal Emergency Management Agency (FEMA) Flood Zone Map for Napa County, California, Unincorporated (NO. 060205) dated February 1, 1980, indicates that the proposed building site is located within Zone "C," an area of minimal or no flooding. Evaluation of flooding potential is typically the responsibility of the project civil engineer.

DISCUSSION AND CONCLUSIONS

Seismic Hazards

General

We did not observe subsurface conditions within the portion of the property we studied that would suggest the presence of materials that may be susceptible to seismically induced lurching. Therefore, we judge the potential for the occurrence of this phenomenon at the site to be low.

Seismicity

Data presented by the Working Group on California Earthquake Probabilities (2007) estimates the chance of one or more large earthquakes (Magnitude 6.7 or greater) in the San Francisco Bay region within the next 30 years to be approximately 63 percent. Therefore, future seismic shaking should be anticipated at the site. It will be necessary to design and construct the proposed Vineyard Lodge expansion project in strict adherence with current standards for earthquake-resistant construction.

Faulting

We did not observe landforms within the area that would indicate the presence of active faults and the site is not within a current Alquist-Priolo Earthquake Fault Zone (Bryant and Hart, 2007). Therefore, we believe the risk of fault rupture at the site is low. However, the site is within an area affected by strong seismic activity. Several northwest-trending Earthquake Fault Zones exist in close proximity to and within several miles of the site (Bortugno, 1982; Bryant, 1982). The shortest distances from the site to the mapped surface expression of these faults are presented below in Table 1.

TABLE 1
ACTIVE FAULT PROXIMITY

Fault	Direction	Distance-Miles
San Andreas	SW	32
Healdsburg-Rodgers Creek	SW	12
Concord-Green Valley	SE	19
Cordelia	SE	21
West Napa	S	9.1
Maacama	NW	14
Konocti	NW	25
Hunting Creek	N	18

Liquefaction

Liquefaction is a rapid loss of shear strength experienced in saturated, predominantly granular soils below the groundwater level during strong earthquake ground shaking due to an increase in pore water pressure. The occurrence of this phenomenon is dependent on many complex factors including the intensity and duration of ground shaking, particle size distribution and density of the soil.

Granular soils were encountered at the site below the groundwater table. Therefore, we performed an analysis of the blow count data from our borings using the methods of Seed and Idriss (1982), Seed and others (1985), and Youd and Idriss (2001). These procedures normalize the blow counts to account for overburden pressure, rod length, hammer energy, and fines (percent of silt and clay) content. Once the blow counts are normalized and adjusted to a clean sand blow count, the critical blow count is then determined. The critical blow count is calculated using the same procedures referenced above and requires a peak ground acceleration and design earthquake magnitude.

Peak ground acceleration (PGA) was determined using the methods in the 2007 California Building Code (CBC) and Chapter 11 of the American Society of Civil Engineers (ASCE) Standard 7-05, titled "Minimum Design Loads for Buildings and Other Structures" (2006). Section 11.8.3 of ASCE Standard 7-05 states that the PGA for liquefaction evaluation can be defined as the design spectral response acceleration at short periods with 5 percent damping (S_{DS}) divided by 2.5. The S_{DS} value is determined using the United States Geological Survey's Earthquake Ground Motion Parameter Java Application (2007). Based on the site's latitude and longitude of 38.514°N and –122.476°W, respectively, the S_{DS} value Site Class D is 0.818g. Therefore, the PGA used for our evaluation is 0.33g.

The West Napa fault is most likely controlling the ground motions at the site. According to Petersen (1996), the West Napa fault is capable of a M_M 6.5 earthquake. Using this information and the scaling factors presented in Youd and Idriss (2001), the critical blow count at the site ranges from 15 to 20 blows per foot depending on depth.

The normalized and adjusted blow counts at the site exceed this value. Therefore, we judge that the potential for liquefaction at the site is low.

Densification

Densification is the settlement of loose, granular soils above the groundwater level due to earthquake shaking. Typically, granular soils that would be susceptible to liquefaction, if saturated, are susceptible to densification. As discussed in the "Liquefaction" section, the soils at the site have a low potential for liquefaction. Therefore, we judge that there is a low potential for densification to impact structures at the site.

Geotechnical Issues

General

Based on our study, we judge the proposed Vineyard Lodge Expansion can be built as planned, provided the recommendations presented in this report are incorporated into its design and construction. The primary geotechnical concerns during design and construction of the project are:

1. The presence of 2 to 3 feet of weak, porous, compressible, clayey surface soils and heterogeneous fill;

2. The detrimental effects of uncontrolled surface runoff and groundwater seepage on the long-term satisfactory performance of projects of this type, especially those constructed on alluvial fans, given the erosion potential and porous nature of the surface soils; and

3. The strong ground shaking predicted to impact the site during the life of the project.

Heterogeneous Fill

Heterogeneous fills of unknown quality and unknown method of placement, such as those found at the project site, can settle and/or heave erratically under the load of new fills, structures, slabs, and pavements. Footings, slabs, and pavements supported on heterogeneous fill could also crack as a result of such erratic movements. Thus, where not removed by planned grading, the heterogeneous fill must be excavated and replaced as an engineered fill if it is to be used for structural support.

Weak, Porous Surface Soils

Weak, porous surface soils, such as those found at the improvement area, appear hard and strong when dry but will lose strength rapidly and settle under the load of fills, foundations, slabs, and pavements as their moisture content increases and approaches saturation. The moisture content of these soils can increase as the result of rainfall, periodic irrigation or when the natural upward migration of water vapor through the soils is impeded by, and condenses under fills, foundations, slabs, and pavements. The detrimental effects of such movements can be remediated by strengthening the soils during grading. This can be achieved by excavating the weak soils and replacing them as properly compacted (engineered) fill. Alternatively, satisfactory foundation support could be obtained below the weak surface soils.

Foundation, Slab and Pavement Support - After remedial grading, satisfactory foundation support for the planned lodge expansion can be obtained from spread footings bottomed on the engineered fill. Interior slab-on-grade floors, exterior slabs and pavements can also be satisfactorily supported on the engineered fill. For exterior slabs

and pavements the engineered fill below subgrade need only be 12 inches thick. The trellis structures can be supported on drilled piers.

On-Site Soil Quality

All fill materials used in the building area and exterior slab and pavement subgrade must be select, as subsequently described in "Recommendations." We anticipate that, with the exception of organic matter and of rocks or lumps larger than 6 inches in diameter, the excavated material will be suitable for re-use as general and select fill.

Select Fill

The select fill can consist of approved on-site soils or import materials with a low expansion potential. The geotechnical engineer must approve the use of on-site soils as select fill during grading.

Settlement

Provided remedial grading is performed and the spread footings are installed in accordance with the recommendations presented herein, we estimate that post-construction differential settlements across the building will be about 1 inch.

Surface Drainage

Because of topography and location, the site will be impacted by surface runoff from the alluvial fan surface. In addition, the site soils are susceptible to erosion. Surface runoff typically sheet flows over the ground surface but can be concentrated by the planned site grading, landscaping, and drainage. The surface runoff can pond against

structures and seep into the slab rock. Therefore, strict control of surface runoff is necessary to provide long-term satisfactory performance of projects constructed on or near alluvial fans. It will be necessary to divert surface runoff around improvements and provide positive drainage away from structures. This can be achieved by constructing the building pad several inches above the surrounding area and conveying the runoff into man made drainage elements or natural swales that lead downgradient of the site.

Excavation Dewatering

Depending on the time of year of construction, groundwater may be encountered near the planned excavation depth, including utility trenches. Therefore, in order to accomplish the planned excavation, it may be necessary to dewater excavations. The dewatering system can consist of a perforated plastic pipe (in a grid array) embedded in free draining rock. The system should discharge to a sump area that is pumped continuously during construction. The general contractor is responsible for the design, operation and maintenance of the temporary dewatering system. If this system is to be incorporated into the final dewatering system of the structure, we should evaluate its performance during excavation.

RECOMMENDATIONS

Seismic Design

Seismic design parameters presented below are based on Section 1613 titled "Earthquake Loads" of the 2007 California Building Code (CBC). Based on CBC Table 1613.5.2, we have determined a Site Class D should be used for the subject site. Using a site latitude and longitude of 38.514°N and -122.476°W, respectively, and the United

States Geological Survey's Earthquake Ground Motion Parameter Java Application (USGS, 2007) we recommend that the following seismic design criteria be used for structures at the site.

Mapped Maximum Considered Earthquake Spectral Response Acceleration:
S_S (0.2 second period) = 1.205 g
S_1 (1 second period) = 0.501 g

Maximum Considered Earthquake Spectral Response Acceleration for Site Class D:
S_{MS} (0.2 second period) = 1.226 g
S_{M1} (1 second period) = 0.752 g

Design Spectral Response Acceleration (5% damped) for Site Class D:
S_{DS} (0.2 second period) = 0.818 g
S_{D1} (1 second period) = 0.501 g

Grading

Site Preparation

Areas to be developed should be cleared of vegetation and debris, including that left by the removal of obsolete structures. Trees and shrubs that will not be part of the proposed development should be removed and their primary root systems grubbed. Cleared and grubbed material should be removed from the site and disposed of in accordance with County Health Department guidelines. We did not observe septic tanks, leach lines or underground fuel tanks during our study. Any such 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 County Health Department. Voids created during clearing should be backfilled with engineered fill as recommended herein.

Stripping

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. Actual stripping depth should be determined by a representative of the geotechnical engineer in the field at the time of stripping. The strippings should be removed from the site, or if suitable, stockpiled for re-use as topsoil in landscaping.

Excavations

Following initial site preparation, excavation should be performed as planned or recommended herein. Excavations extending below the proposed finished grade should be backfilled with suitable materials compacted to the requirements given below.

Within building areas and fill areas, including areas outside of the building footprint, the old fill and weak, porous, compressible surface soils should be excavated to a minimum depth of 3 feet below the surface exposed by stripping. The excavation of weak, compressible soils and old fill should also extend at least 12 inches below exterior slab and pavement subgrade where those improvements are not supported on new fill.

The excavation of weak, porous, compressible surface materials should extend at least 5 feet beyond the outside edge of the exterior footings of the proposed buildings and 3 feet beyond the edge of exterior slabs and pavements and the toe of fills outside of building areas. The excavated materials should be stockpiled for later use as compacted fill, or removed from the site, as applicable.

At all times, temporary construction excavations should conform to the regulations of the State of California, Department of Industrial Relations, Division of Industrial Safety or other stricter governing regulations. The stability of temporary cut slopes, such as those constructed during the installation of underground utilities, should be the responsibility of the contractor. Depending on the time of year when grading is performed, and the surface conditions exposed, temporary cut slopes may need to be

excavated to 1½:1, or flatter. The tops of the temporary cut slopes should be rounded back to 2:1 in weak soil zones.

Fill Quality

All fill materials should be free of perishable matter and rocks or lumps over 6 inches in diameter and must be approved by the geotechnical engineer prior to use. We judge the on-site soils are generally suitable for use as general and select fill. The suitability of the on-site soils for use as select fill should be verified during grading.

Select Fill

Select fill should be free of organic matter, have a low expansion potential, and conform in general to the following requirements:

SIEVE SIZE	PERCENT PASSING (By Dry Weight)
6 inch	100
4 inch	90 - 100
No. 200	10 - 60

Liquid Limit - 40 Percent Maximum
Plasticity Index - 15 Percent Maximum

In general, imported fill, if needed, should be select. Material not conforming to these requirements may be suitable for use as import fill; however, it shall be the contractor's responsibility to demonstrate that the proposed material will perform in an equivalent manner. The geotechnical engineer should approve imported materials prior to use as compacted fill. The grading contractor is responsible for submitting, at least 72 hours (3 days) in advance of its intended use, samples of the proposed import materials for laboratory testing and approval by the soils engineer.

Fill Placement

The surface exposed by stripping and removal of heterogeneous fill and weak, compressible surface soils should be scarified to a depth of at least 6 inches, uniformly moisture-conditioned to near optimum and compacted to at least 90 percent of the maximum dry density of the materials as determined by ASTM Test Method D-1557. Approved fill material should then be spread in thin lifts, uniformly moisture-conditioned to near optimum, and properly compacted. All structural fills, including those placed to establish site surface drainage, should be compacted to at least 90 percent relative compaction. Only approved select materials should be used for fill within the building areas and within the upper 12 inches of exterior slabs and pavement subgrades.

Permanent Fill Slopes

In general, fill slopes should be designed and constructed at slope gradients of 2:1 (horizontal to vertical) or flatter, unless otherwise approved by the geotechnical engineer in specified areas. Where steeper slopes are required, retaining walls should be used, and the geotechnical engineer should be consulted regarding the retaining wall design criteria. Fill slopes should be constructed by overfilling and cutting the slope to final grade. "Track walking" of a slope to achieve slope compaction is not an acceptable procedure for slope construction. The geotechnical engineer is not responsible for measuring the angles of these slopes. Denuded slopes should be planted with fast-growing, deep-rooted groundcover to reduce sloughing or erosion. The fill slope inclinations recommended herein address only the stability of the slopes. It should not be inferred that they address the feasibility of landscaping and weed control. Where these are concerns, the slopes should be flattened accordingly.

Wet Weather Grading

Generally, grading is performed more economically during the summer months when on-site soils are usually dry of optimum moisture content. Delays should be anticipated in site grading performed during the rainy season or early spring due to excessive moisture in on-site soils. Special and relatively expensive construction procedures, including dewatering of excavations and importing granular soils, should be anticipated if grading must be completed during the winter and early spring or if localized areas of soft saturated soils are found during grading in the summer and fall.

Open excavations also tend to be more unstable during wet weather as groundwater seeps towards the exposed cut slope. Severe sloughing and occasional slope failures should be anticipated. The occurrence of these events will require extensive clean up and the installation of slope protection measures, thus delaying projects. The general contractor is responsible for the performance, maintenance and repair of temporary cut slopes.

Foundation Support

Provided the weak surface soils are removed by or strengthened by remedial grading as recommended herein, the proposed lodge expansion building can be supported on continuous and isolated spread footings that bottom on engineered fill. The planned trellis structures can be supported on drilled, cast-in-place concrete piers as detailed herein.

Spread Footings

Spread footings should be at least 12 inches wide and should bottom on engineered fill at least 18 inches below pad subgrade. Additional embedment or width may be needed to satisfy code and/or structural requirements.

The bottoms of all footing excavations should be thoroughly cleaned out or wetted and compacted using hand-operated tamping equipment prior to placing steel and concrete. This will remove the soils disturbed during footing excavations, or restore their adequate bearing capacity, and reduce post-construction settlements. Footing excavations should not be allowed to dry before placing concrete. If shrinkage cracks appear in soils exposed in the footing excavations, the soil should be thoroughly moistened to close all cracks prior to concrete placement. The moisture condition of the foundation excavations should be checked by the geotechnical engineer no more than 24 hours prior to placing concrete.

Bearing Pressures - Footings installed in accordance with these recommendations may be designed using allowable bearing pressures of 1800, 2700 and 3600 pounds per square foot (psf), for dead loads, dead plus code live loads, and total loads (including wind and seismic), respectively.

Lateral Pressures - The portion of spread footing foundations extending into select engineered fill may impose a passive equivalent fluid pressure and a friction factor of 350 pcf and 0.35, respectively, to resist sliding. Passive pressure should be neglected within the upper 6 inches, unless the soils are confined by concrete slabs or pavements.

Drilled Piers

Drilled, cast-in-place, reinforced concrete piers can be used for foundation support for the planned trellis structures. Drilled piers should be at least 12 inches in diameter and

should extend at least 6 feet below planned pad elevation. Where fill is placed to create a pad and the weak, compressible surface soils are not strengthened by grading, the piers should be deepened in direct proportion to the thickness of fill. Larger piers and deeper embedment may be needed to resist the lateral forces imposed by earthquakes per the 2007 California Building Code. Piers should be spaced no closer than 3 pier diameters, center to center.

Skin Friction - The portion of the piers extending below the weak surface soils may be designed using an allowable skin friction of 500 psf for dead load plus long term live loads. This value can be increased by ⅓ for total loads, including downward vertical wind or seismic forces. A skin friction value of 350 psf should be used to resist uplift forces due to wind or seismic. End bearing should be neglected because of the difficulty of cleaning out small diameter pier holes, and the uncertainty of mobilizing end bearing and skin friction simultaneously.

Lateral Forces - Lateral loads on piers will be resisted by passive pressure on the soil. An equivalent fluid pressure of 350 pcf acting on two pier diameters should be used. Confinement for passive pressure may be assumed from 3 feet below existing grade. Where fill is placed to create a pad and the weak compressible soils are not strengthened by grading, the confinement depth should increase in direct proportion to the thickness of fill.

Pier Drilling - We encountered groundwater and/or caving-prone soils within the planned pier depth during our study. If groundwater is encountered during drilling, it may be necessary to de-water the holes and/or place the concrete by the tremie method. If caving soils are encountered, it may be necessary to case the holes. Difficult drilling may be required to achieve the required penetration. The drilling subcontractor should review this report, become familiar with site conditions as they pertain to his operation and draw

his own conclusions regarding drilling difficulty, suitable drill rigs and the need for casing and dewatering prior to bidding.

Concrete - Concrete mix design and placement should be done in accordance with the current ADSC and/or ACI specifications. Concrete should not be allowed to mushroom at the top of the piers or below the bottom of grade beams.

Slab-On-Grade

Provided grading is performed in accordance with the recommendations presented herein, slabs should be underlain by engineered fill. Slab-on-grade subgrade should be rolled to produce a dense, uniform surface. The slabs should be underlain with a capillary moisture break consisting of at least 4 inches of clean, free-draining crushed rock or gravel (excluding pea gravel) at least ¼-inch and no larger than ¾-inch in size. Class 2 aggregate base can be used for slab rock under exterior slabs. Interior area slabs should be provided with an underdrain system. The installation of this subdrain system is discussed in the "Geotechnical Drainage" section. Slabs should be designed by the project civil or structural engineer to support the anticipated loads, reduce cracking and provide protection against the infiltration of moisture vapor.

A vapor barrier should be placed under all slabs-on-grade that are likely to receive an impermeable floor finish or be used for any purpose where the passage of water vapor through the floor is undesirable. RGH does not practice in the field of moisture vapor transmission evaluation or mitigation; therefore, we recommend that a qualified person be consulted to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction. This person should provide recommendations for mitigation of the potential adverse impact of moisture vapor transmission on various components of the structure as deemed appropriate.

Utility Trenches

The shoring and safety of trench excavations is solely the responsibility of the contractor. Attention is drawn to the State of California Safety Orders dealing with "Excavations and Trenches."

Unless otherwise specified by the County of Napa, on-site, inorganic soil may be used as general utility trench backfill. Where utility trenches support pavements, slabs and foundations, trench backfill should consist of aggregate baserock. The baserock should comply with the minimum requirements in Caltrans Standard Specifications, Section 26 for Class 2 Aggregate Base. Trench backfill should be moisture-conditioned as necessary, and placed in horizontal layers not exceeding 8 inches in thickness, before compaction. Each layer should be compacted to at least 90 percent relative compaction as determined by ASTM Test Method D-1557. The top 6 inches of trench backfill below vehicle pavement subgrades should be moisture-conditioned as necessary and compacted to at least 95 percent relative compaction. Jetting or ponding of trench backfill to aid in achieving the recommended degree of compaction should not be attempted.

Pavements

Based on our study, we believe the near-surface clayey soils will have a low to moderate supporting capacity, after proper compaction, when used as a pavement subgrade. As shown on Plate 12, an R-value of 12 was measured on a bulk sample of near-surface soil obtained near the planned parking area. Because of potential variation in the on-site soils, we selected an R-value of 10 for use in pavement design calculations.

Based on the selected R-value, we have computed pavement sections for Traffic Indices (TI) ranging from 5.0 to 7.0 on Table 2, page 24. The project engineer, in consultation with City/County officials, should choose the pertinent (TI) for this project.

TABLE 2
PAVEMENT SECTIONS

TI	THICKNESS (feet)		
	ASPHALT CONCRETE	CLASS 2 AGGREGATE BASE	MINIMUM ENGINEERED FILL
7.0	0.30	1.25	1.0
6.5	0.30	1.10	1.0
6.0	0.25	1.05	1.0
5.5	0.25	0.90	1.0
5.0	0.20	0.85	1.0

Pavement thicknesses were computed using Method 301 F of the Caltrans Highway Design Manual and are based on a pavement life of 20 years. These recommendations are intended to provide support for the auto and light truck traffic represented by the indicated Traffic Indices. They are not intended to provide pavement sections for heavy concentrated construction storage or wheel loads such as forklifts, parked truck-trailers and concrete trucks or for post-construction concentrated wheel loads such as self-loading dumpster trucks.

In areas where heavy construction storage and wheel loads are anticipated, the pavements should be designed to support these loads. Support could be provided by increasing pavement sections or by providing reinforced concrete slabs. Alternatively, paving can be deferred until heavy construction storage and wheel loads are no longer present. Loading areas for self-loading dumpster trucks should be provided with reinforced concrete slabs at least 6 inches thick, and reinforced with No. 4 bars at 12-inch centers each way. Alternatively, the asphalt concrete section should be increased to at least 8 inches in these areas.

Prior to placement of aggregate base and subbase materials, the upper 6 inches of the pavement subgrade soils should be scarified, uniformly moisture-conditioned to near optimum, and compacted to at least 95 percent relative compaction to form a firm, non-

yielding surface. Aggregate subbase and aggregate base materials should be spread in thin layers, uniformly moisture-conditioned, and compacted to at least 95 percent relative compaction to form a firm, non-yielding surface. The materials and methods used should conform to the requirements of the County of Napa and the current edition of the Caltrans Standard Specifications, except that compaction requirements should be based on ASTM Test Method D-1557. Aggregate used for the base course should comply with the minimum requirements specified in Caltrans Standard Specifications, Section 26 for Class 2 Aggregate Base. Aggregate used for the subbase course should be non-expansive and should comply with the minimum requirements specified in Section 25 for Class 2 Aggregate Subbase.

Parking Lot Drainage

Water tends to migrate under pavements and collect in the aggregate courses at low areas on parking lot subgrade soils, such as around storm drain inlets and the thread of paved swales leading to inlets. The ponded water will soften subgrade soils and, under repetitive heavy-wheel loads, will induce inordinately high stresses on the subgrade and pavement components that could result in untimely maintenance. Under-pavement drainage can be improved and maintenance reduced by replacing a 12-inch wide strip (extending at least 15 feet on either side of the inlet) of the select subbase layer or subgrade soils with a subdrain consisting of ¾-inch or 1½-inch free-draining Class 1 Permeable Material. The drain rock should be outletted into the storm drain inlet. Storm drain trenches can be made to serve as pavement subdrains. We should be consulted to verify the suitability of storm drain trenches as pavement subdrains in a case-specific basis.

Where pavements will abut landscaped areas, the pavement baserock layer and subgrade soils should be protected against saturation from irrigation and rainwater with a subdrain, similar to that previously discussed. The subdrain should extend to a depth of at least 12 inches below the bottom of the baserock layer. Alternatively, a grouted moisture

cut-off extending at least 12 inches below subgrade should be provided behind or below the curb and gutter.

Wet Weather Paving

In general, the pavements should be constructed during the dry season to avoid the saturation of the subgrade and base materials, which often occurs during the wet winter months. If pavements are constructed during the winter, a cost increase relative to drier weather construction should be anticipated. Unstable areas may have to be overexcavated to remove soft soils. The excavations will probably require backfilling with imported crushed (ballast) rock. The geotechnical engineer should be consulted for recommendations at the time of construction.

Geotechnical Drainage

Surface

Surface water should be diverted away from slopes, foundations, and edges of pavements. Surface drainage gradients within 5 feet of building foundations should be constructed with a minimum slope of 2 percent for paved areas and 4 percent for unpaved areas. Where a flatter gradient is required to satisfy design constraints, area drains should be installed with a spacing no greater than about 20 feet. Roofs should be provided with gutters and the downspouts should be connected to closed (glued Schedule 40 PVC or better) conduits discharging well away from foundations, onto paved areas, onto erosion resistant natural drainages, or into the site's surface drainage system. Roof downspouts and surface drains must be maintained entirely separate from the slab underdrains recommended hereinafter.

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.

Slab Underdrains

Where interior slab subgrades are less than 6 inches above adjacent exterior grade and where migration of moisture through the slab would be detrimental, slab underdrains should be installed to dispose of surface and/or groundwater that may seep and collect in the slab rock. Slab underdrains should consist of trenches that extend at least 6 inches below the bottom of the slab rock and slope to drain by gravity. The slab underdrain trenches should be at least 6 inches wide and spaced no further than 15 feet, both ways. Additional drain trenches should be installed, as necessary, to drain all isolated under slab areas. Four-inch diameter perforated pipe (SDR 35 or better) sloped to drain to outlets by gravity should be placed in the bottom of the trenches. Slab underdrain trenches should be backfilled to subgrade level with clean, free draining slab rock. An illustration of this system is shown on Plate 15. If slab underdrains are not used, it should be anticipated that water will enter the slab rock, permeate through the concrete slab and ruin floor coverings.

Maintenance

Periodic land maintenance will be required. Surface and subsurface drainage facilities should be checked frequently, and cleaned and maintained as necessary or at least annually. A dense growth of deep-rooted ground cover must be maintained on all slopes to reduce sloughing and erosion. Sloughing and erosion that occurs must be repaired promptly before it can enlarge.

Supplemental Services

RGH Consultants, Inc. (RGH) recommends that we be retained to review the project plans and specifications to determine if they are consistent with our recommendations. In addition, we should be retained to observe construction, particularly site excavations, compaction of fills and backfills, foundation and subdrain installations, and perform field and laboratory testing. As part of these services, we recommend that prior to construction a meeting be held at the site that includes, but is not limited to, the owner or owner's representative, the general contractor, the grading contractor, the foundation contractor, the underground contractor, any specialty contractors, the project civil engineer, other members of the project design team and RGH. This meeting should serve as a time to discuss and answer questions regarding the recommendations presented herein and to establish the coordination procedure between the contractors and RGH.

If, during construction, we observe subsurface conditions different from those encountered during the explorations, we should be allowed to amend our recommendations accordingly. If different conditions are observed by others, or appear to be present beneath excavations, RGH should be advised at once so that these conditions may be evaluated and our recommendations reviewed and updated, if warranted. The validity of recommendations made in this report is contingent upon our being notified and retained to review the changed conditions.

If more than 18 months have elapsed between the submission of this report and the start of work at the site, or if conditions have changed because of natural causes or construction operations at, or adjacent to, the site, the recommendations made in this report may no longer be valid or appropriate. In such case, we recommend that we be retained to review this report and verify the applicability of the conclusions and recommendations or modify the same considering the time lapsed or changed conditions. The validity of recommendations made in this report is contingent upon such review.

These supplemental services are performed on an as-requested basis and are in addition to this geotechnical study. We cannot accept responsibility for items that we are not notified to observe or for changed conditions we are not allowed to review.

LIMITATIONS

This report has been prepared by RGH for the exclusive use of the Culinary Institute of America and it's consultants as an aid in the design and construction of the proposed Vineyard Lodge expansion project described in this report.

The validity of the recommendations contained in this report depends upon an adequate testing and monitoring program during the construction phase. Unless the construction monitoring and testing program is provided by our firm, we will not be held responsible for compliance with design recommendations presented in this report and other addendum submitted as part of this report.

Our services consist of professional opinions and conclusions developed in accordance with generally accepted geotechnical engineering principles and practices. We provide no warranty, either expressed or implied. Our conclusions and recommendations are based on the information provided to us regarding the proposed construction, the results of our field exploration, laboratory testing program, and professional judgment. Verification of our conclusions and recommendations is subject to our review of the project plans and specifications, and our observation of construction.

The test borings represent subsurface conditions at the locations and on the date indicated. It is not warranted that they are representative of such conditions elsewhere or at other times. Site conditions and cultural features described in the text of this report are those existing at the time of our field exploration on April 28, 2008, and may not necessarily be the same or comparable at other times.

The scope of our services did not include an environmental assessment or a study of the presence or absence of toxic mold and/or hazardous, toxic or corrosive materials in the soil, surface water, groundwater or air (on, below or around this site), nor did it include an evaluation or study for the presence or absence of wetlands. These studies should be conducted under separate cover, scope and fee and should be provided by a qualified expert in those fields.

APPENDIX A - PLATES

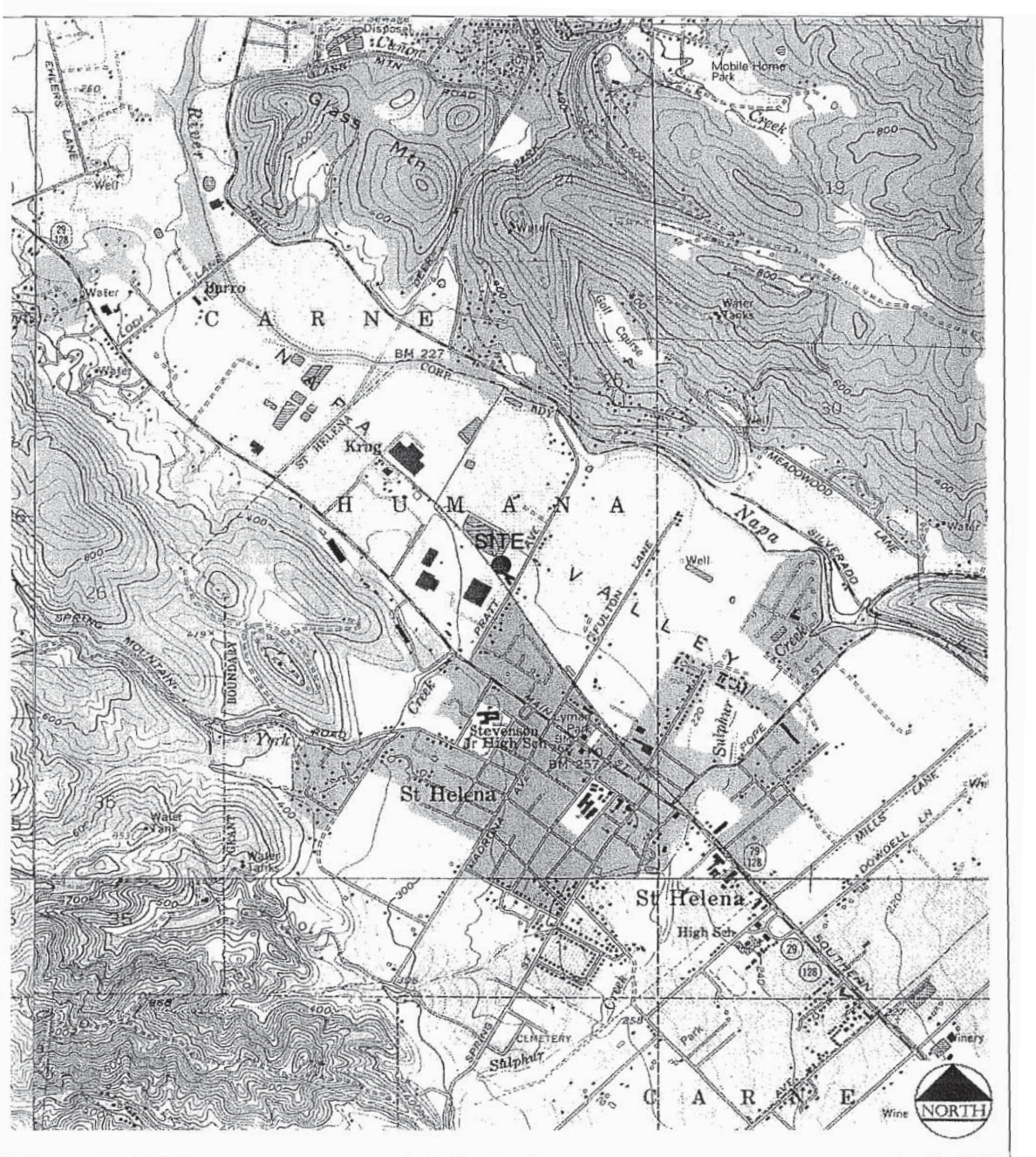
LIST OF PLATES

Plate 1	Site Location Map
Plate 2	Exploration Plan
Plates 3 through 8	Logs of Borings 1 through 6
Plate 9	Soil Classification Chart and Key to Test Data
Plate 10	Classification Test Data
Plate 11	Particle Size Analysis
Plates 12 and 13	Strength Test Data
Plate 14	Resistance (R) Value Data
Plate 15	Typical Subdrain Details Illustration

Agenda Item #5.2.

Appendix A

Agenda Item #5.2.


C A R N E
H U M A N A
V A L L E Y
SITE
St Helena
St Helena
High Sch
Stevenson
Jr High Sch
Krug
Mobile Home
Park
Water
Tanks
Golf Course
Meadowood
Well
Spring
Cemetery
Winery
Park
BM 227
BM 257
Glass Mtn
Mountain
Creek
Sulphur
Pratt
Fulton
Lane
Road
Trail
Avenue
Drive
Court
Silverado
Trail
Southern
Expy
Mills
Lane
Dowdell Ln
Spring
Mountain
Road
Pope
St
Ave
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Lane
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Creek
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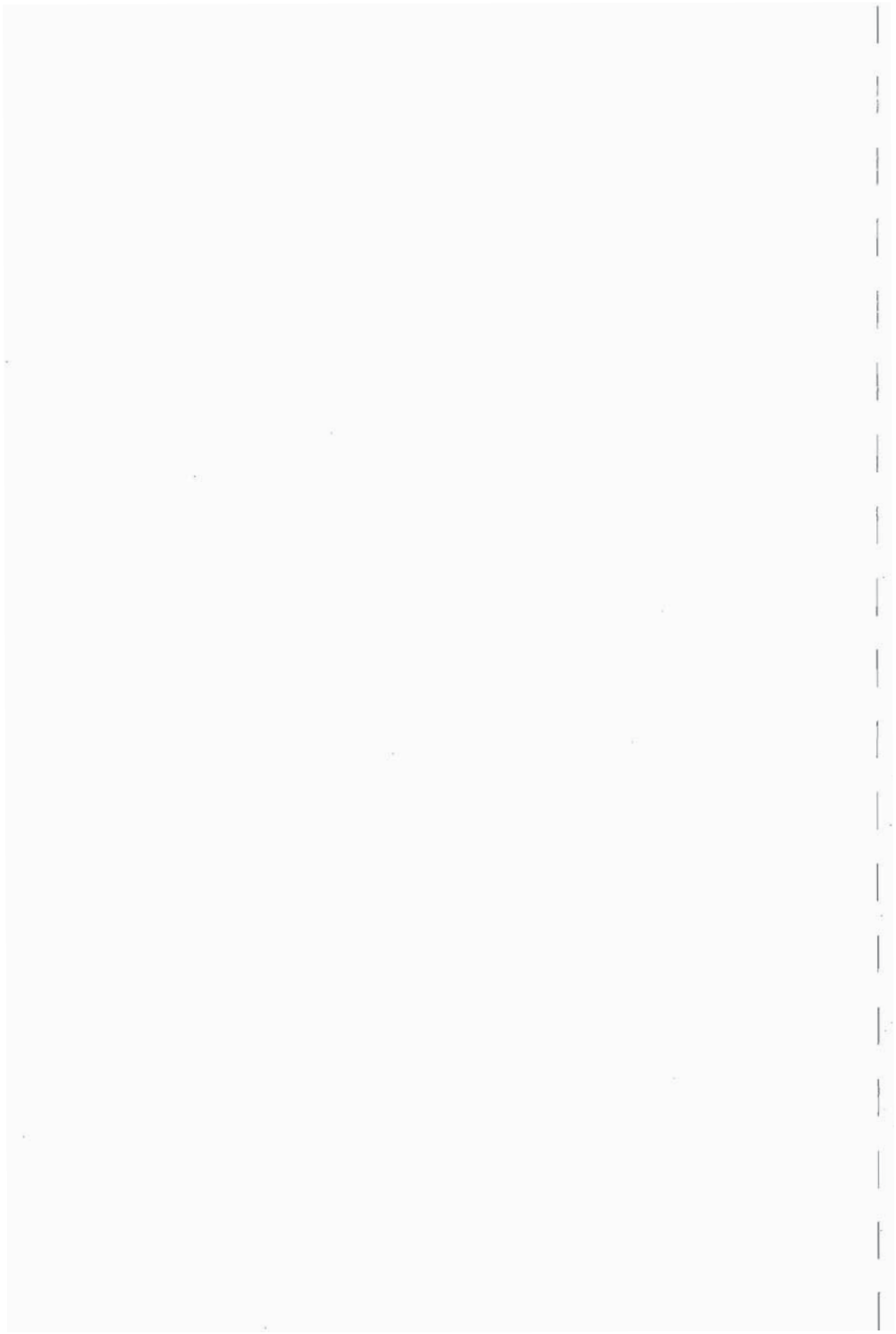
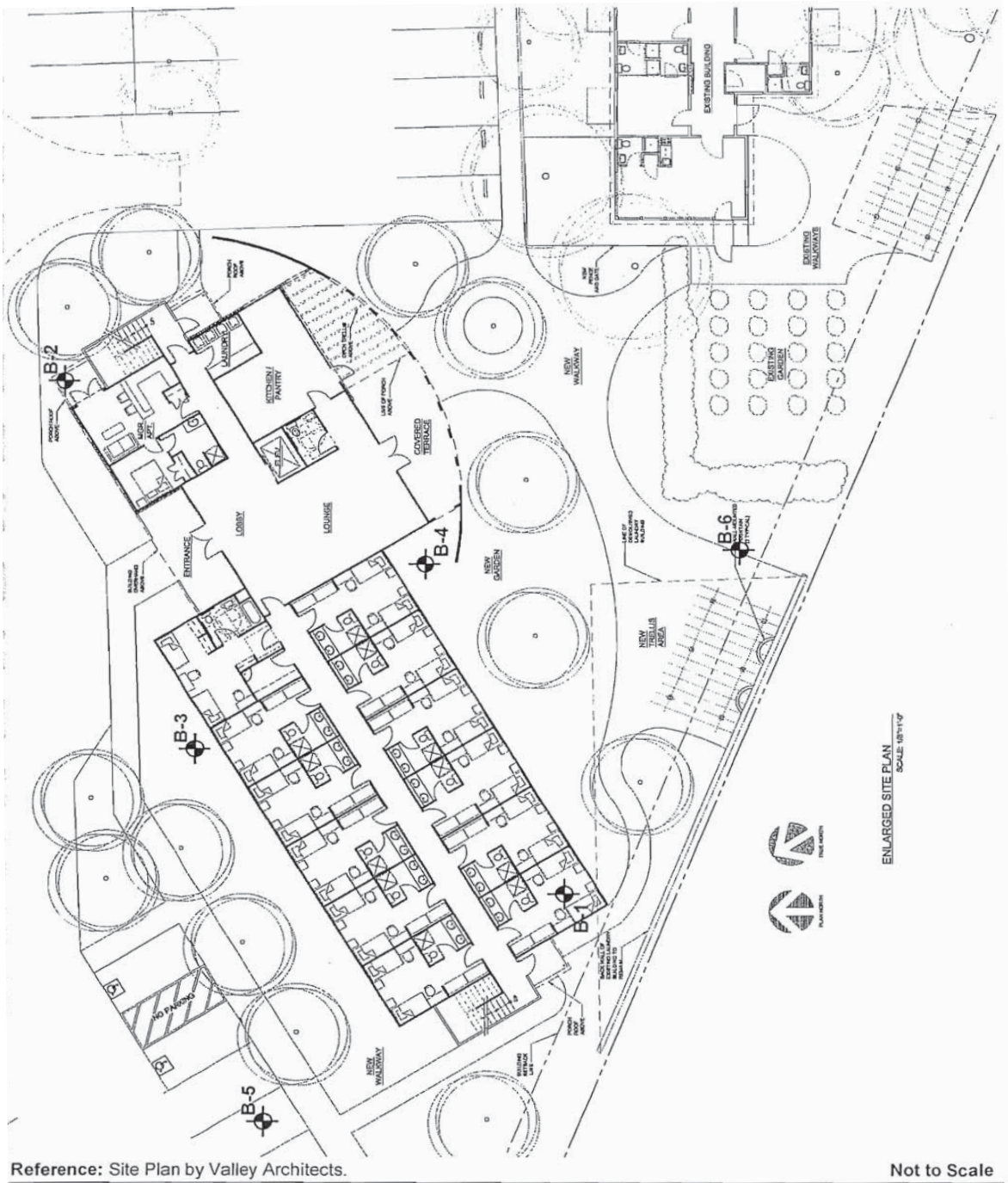


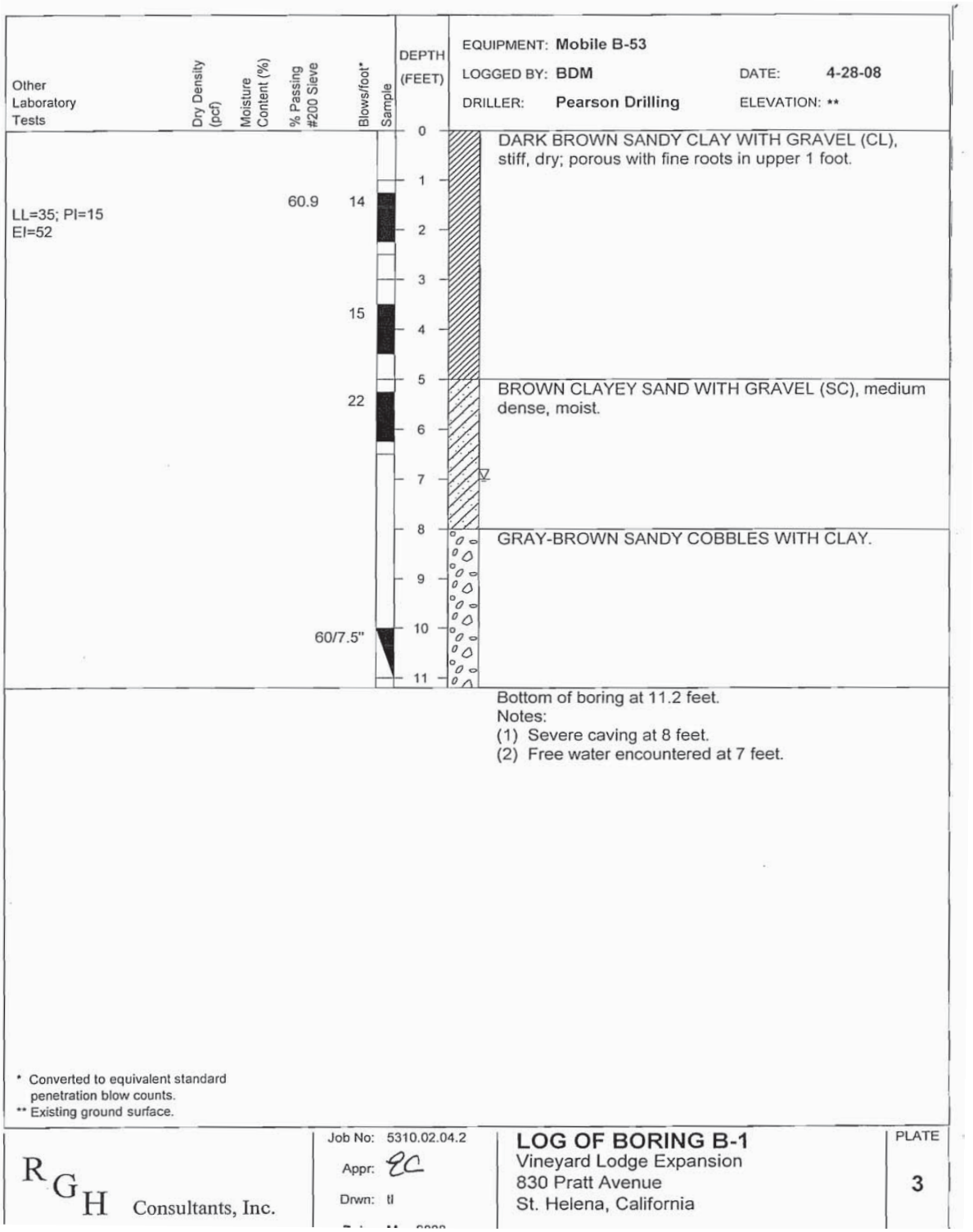
Agenda Item #5.2.

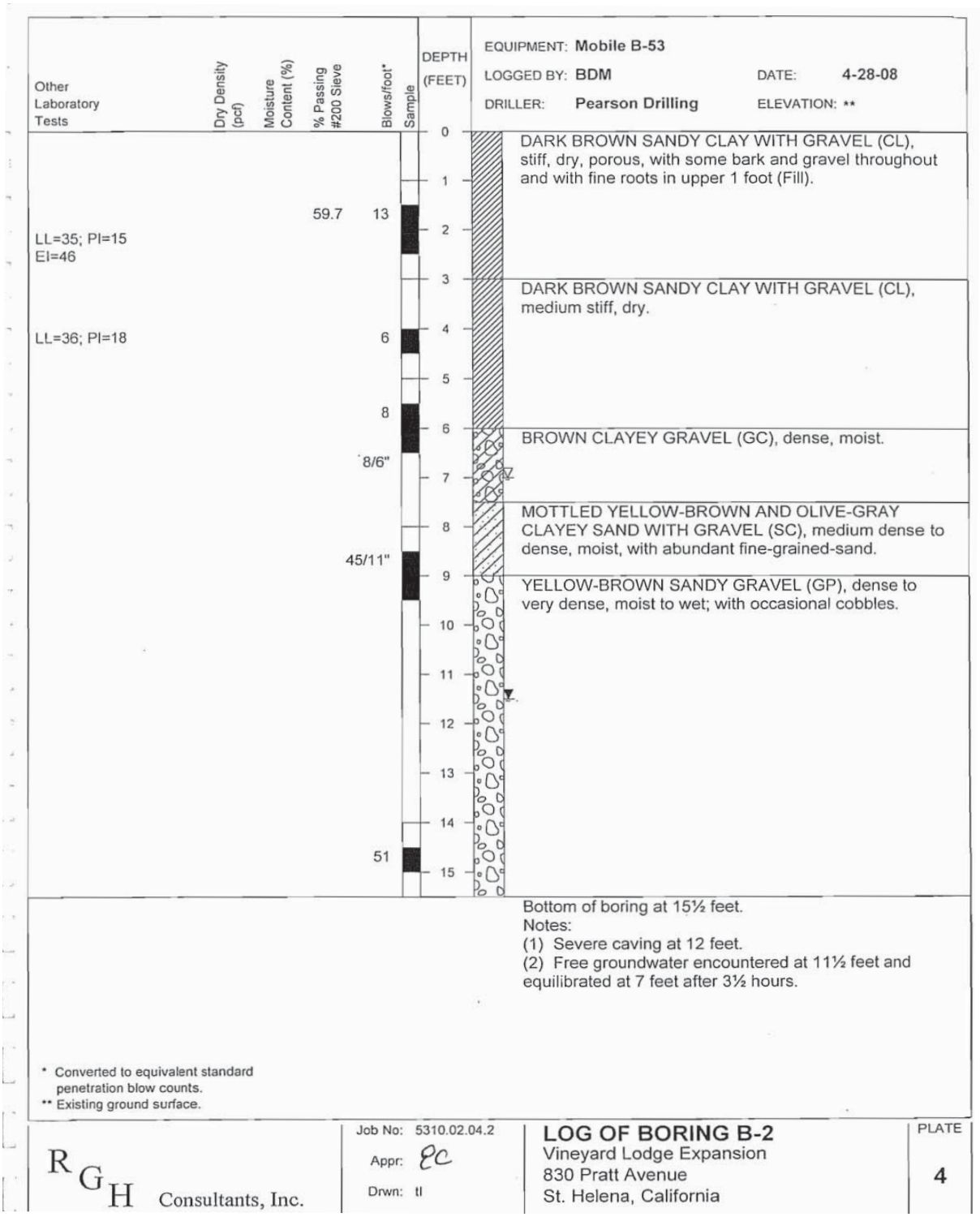


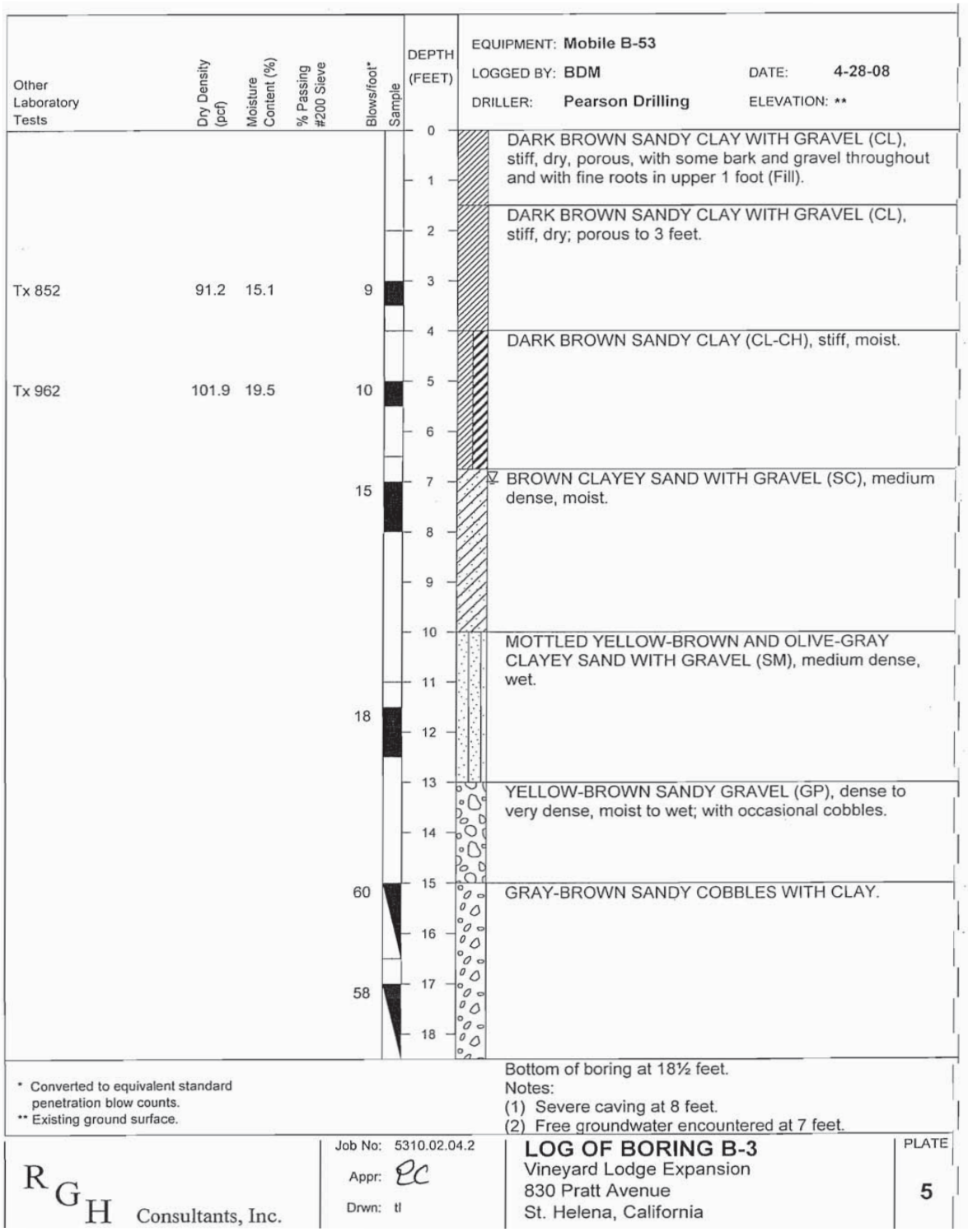
Reference: Site Plan by Valley Architects.

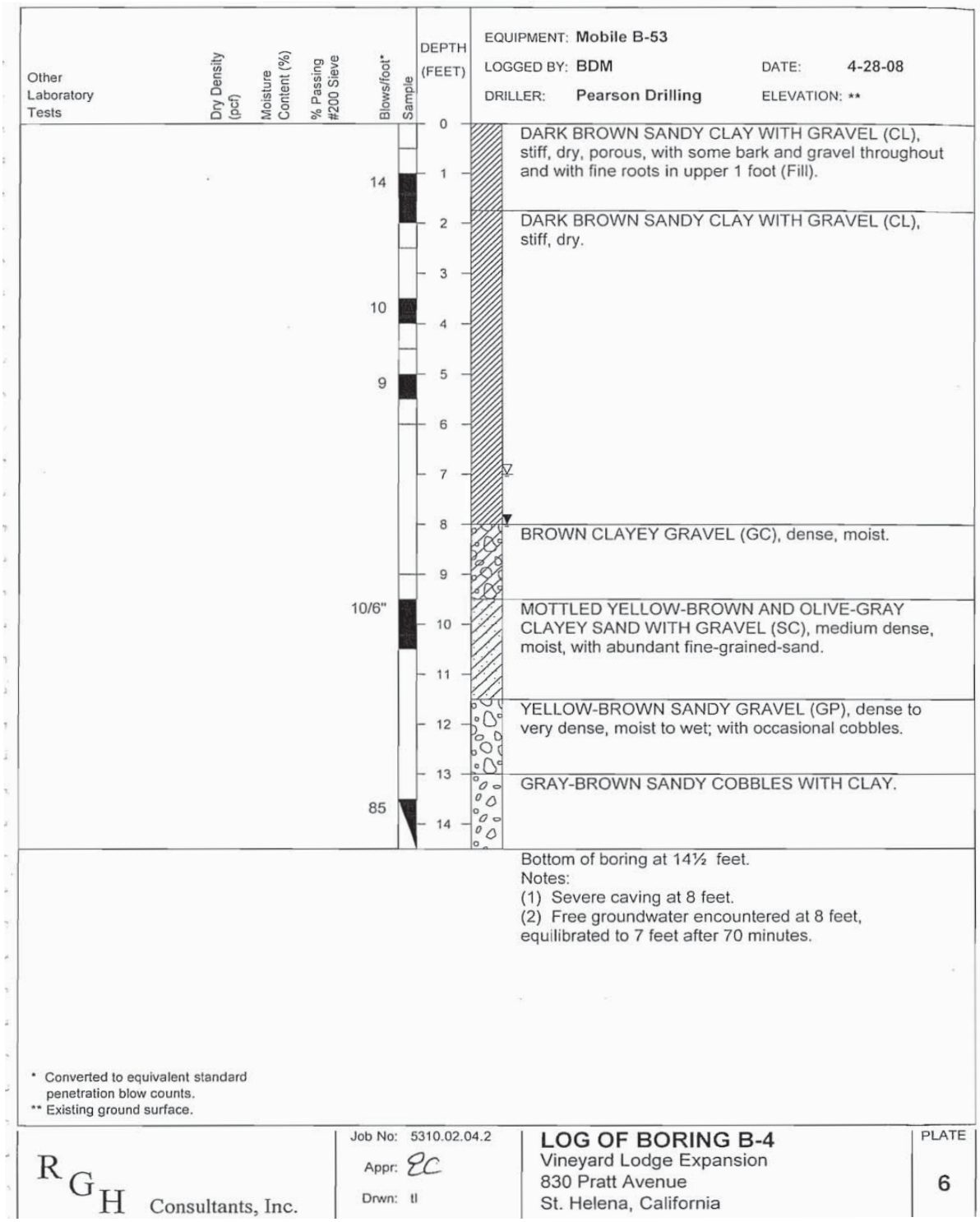
Not to Scale

RGH Consultants, Inc.	Job No: 5310.02.04.2 Appr: EC Drwn: tl	**EXPLORATION PLAN** Vineyard Lodge Expansion 830 Pratt Avenue St. Helena, California	PLATE 2

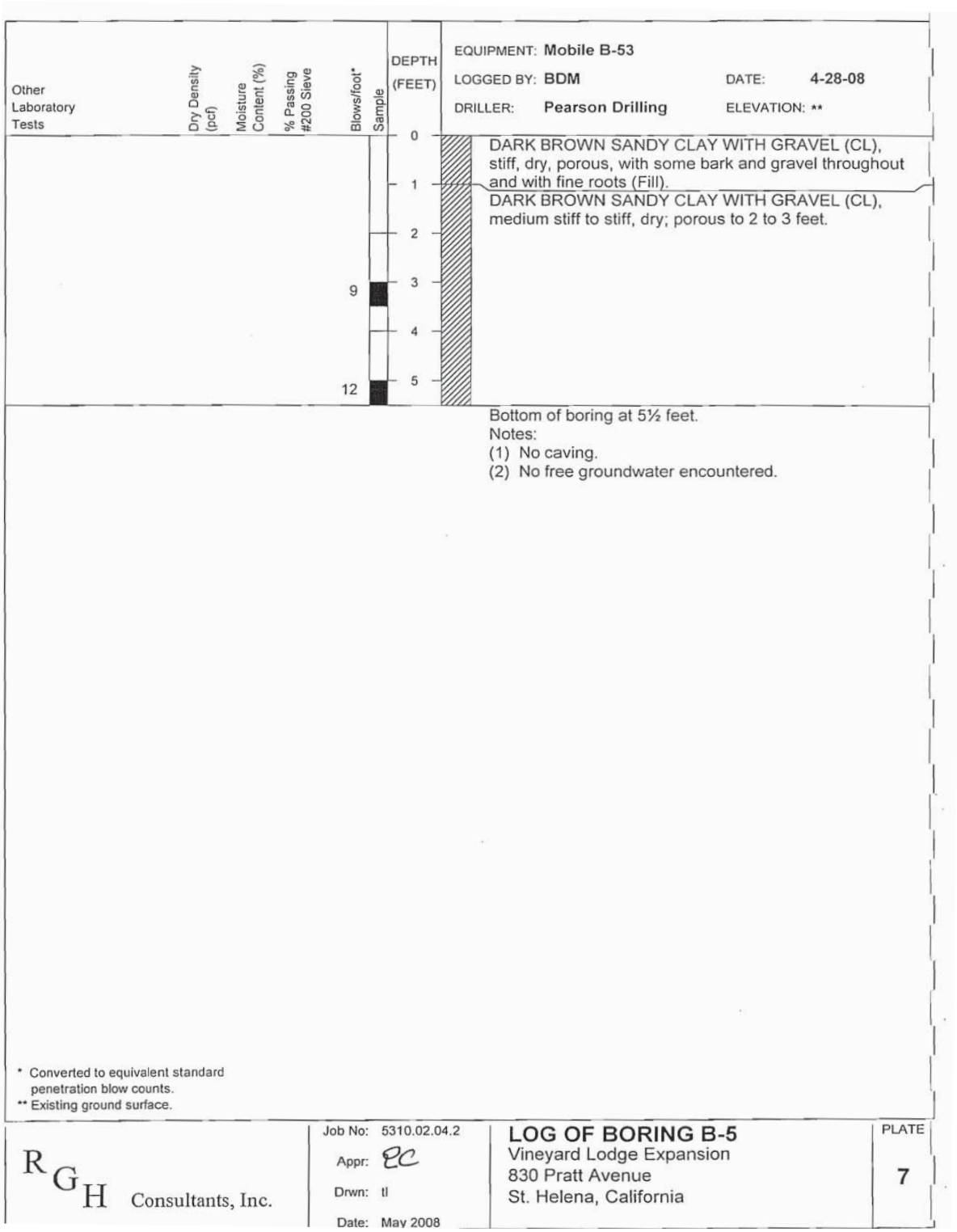

Other Laboratory Tests
Dry Density (pcf)
Moisture Content (%)
% Passing #200 Sieve
Blows/foot*
Sample
DEPTH (FEET)
EQUIPMENT: Mobile B-53
LOGGED BY: BDM
DATE: 4-28-08
DRILLER: Pearson Drilling
ELEVATION: **
LL=35; PI=15
EI=52
60.9
14
15
22
60/7.5"
0
1
2
3
4
5
6
7
8
9
10
11
DARK BROWN SANDY CLAY WITH GRAVEL (CL), stiff, dry; porous with fine roots in upper 1 foot.
BROWN CLAYEY SAND WITH GRAVEL (SC), medium dense, moist.
GRAY-BROWN SANDY COBBLES WITH CLAY.
Bottom of boring at 11.2 feet.
Notes:
(1) Severe caving at 8 feet.
(2) Free water encountered at 7 feet.
* Converted to equivalent standard penetration blow counts.
** Existing ground surface.
RGH Consultants, Inc.
Job No: 5310.02.04.2
Appr: EC
Drwn: tl
LOG OF BORING B-1
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California
PLATE
3

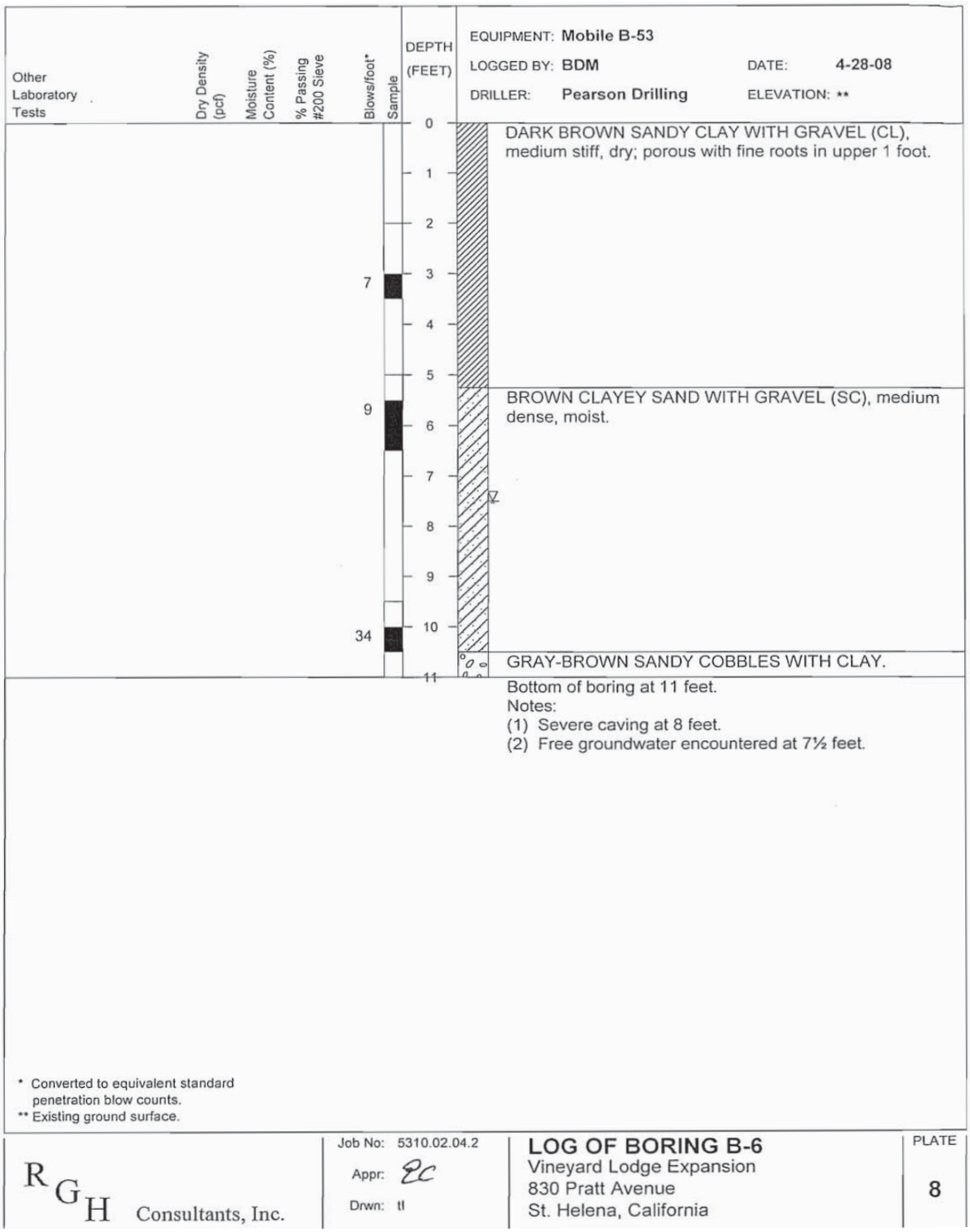

EQUIPMENT: Mobile B-53
LOGGED BY: BDM
DATE: 4-28-08
DRILLER: Pearson Drilling
ELEVATION: **
Other Laboratory Tests
Dry Density (pcf)
Moisture Content (%)
% Passing #200 Sieve
Blows/foot*
Sample
DEPTH (FEET)
DARK BROWN SANDY CLAY WITH GRAVEL (CL), stiff, dry, porous, with some bark and gravel throughout and with fine roots in upper 1 foot (Fill).
59.7
13
LL=35; PI=15
EI=46
DARK BROWN SANDY CLAY WITH GRAVEL (CL), medium stiff, dry.
LL=36; PI=18
6
8
BROWN CLAYEY GRAVEL (GC), dense, moist.
8/6"
MOTTLED YELLOW-BROWN AND OLIVE-GRAY CLAYEY SAND WITH GRAVEL (SC), medium dense to dense, moist, with abundant fine-grained-sand.
45/11"
YELLOW-BROWN SANDY GRAVEL (GP), dense to very dense, moist to wet; with occasional cobbles.
51
Bottom of boring at 15½ feet.
Notes:
(1) Severe caving at 12 feet.
(2) Free groundwater encountered at 11½ feet and equilibrated at 7 feet after 3½ hours.
* Converted to equivalent standard penetration blow counts.
** Existing ground surface.
RGH Consultants, Inc.
Job No: 5310.02.04.2
Appr: EC
Drwn: tl
LOG OF BORING B-2
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California
PLATE
4

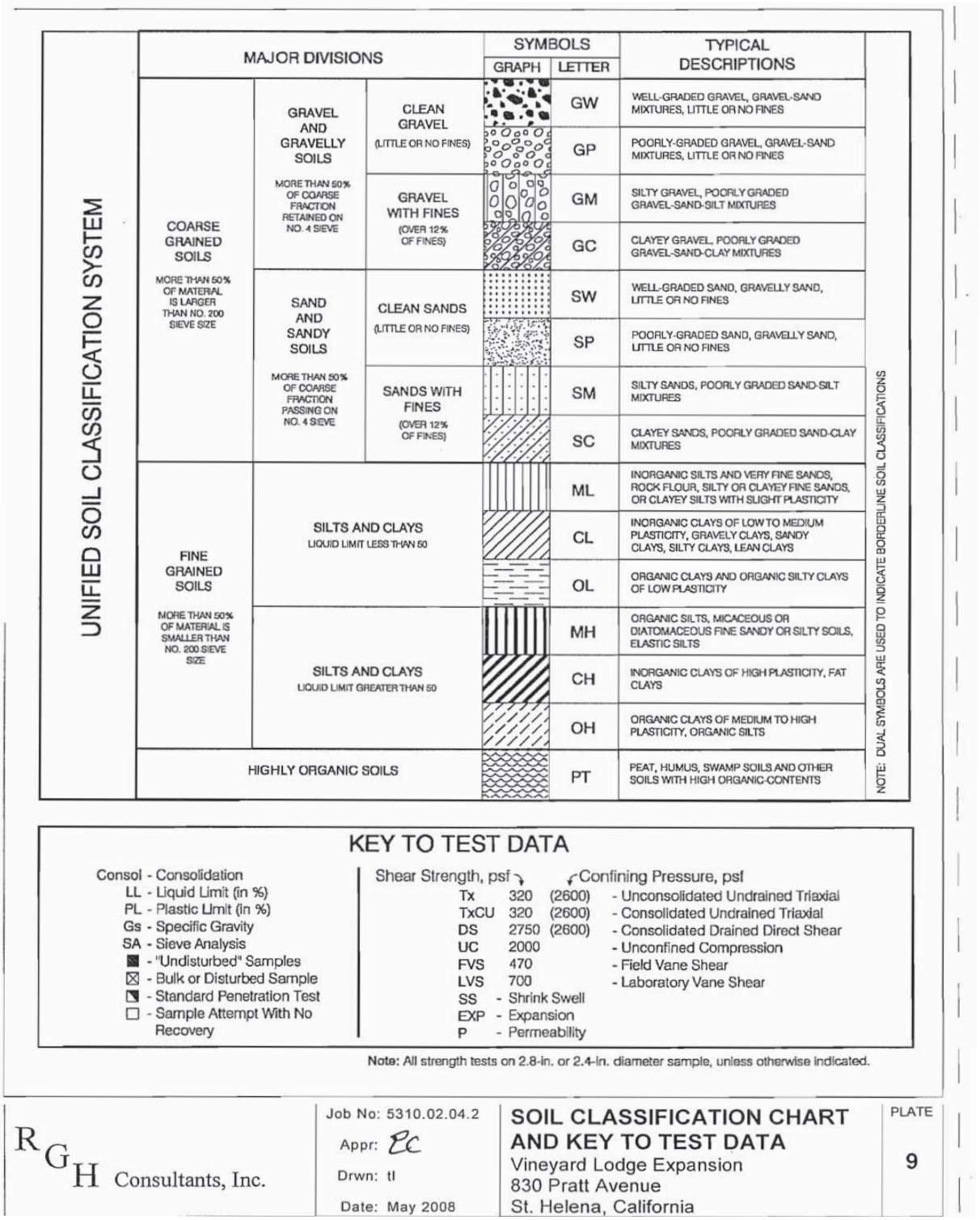

EQUIPMENT: Mobile B-53
LOGGED BY: BDM
DATE: 4-28-08
DRILLER: Pearson Drilling
ELEVATION: **
Other Laboratory Tests
Dry Density (pcf)
Moisture Content (%)
% Passing #200 Sieve
Blows/foot*
Sample
DEPTH (FEET)
Tx 852 91.2 15.1 9
Tx 962 101.9 19.5 10
15
18
60
58
DARK BROWN SANDY CLAY WITH GRAVEL (CL), stiff, dry, porous, with some bark and gravel throughout and with fine roots in upper 1 foot (Fill).
DARK BROWN SANDY CLAY WITH GRAVEL (CL), stiff, dry; porous to 3 feet.
DARK BROWN SANDY CLAY (CL-CH), stiff, moist.
BROWN CLAYEY SAND WITH GRAVEL (SC), medium dense, moist.
MOTTLED YELLOW-BROWN AND OLIVE-GRAY CLAYEY SAND WITH GRAVEL (SM), medium dense, wet.
YELLOW-BROWN SANDY GRAVEL (GP), dense to very dense, moist to wet; with occasional cobbles.
GRAY-BROWN SANDY COBBLES WITH CLAY.
* Converted to equivalent standard penetration blow counts.
** Existing ground surface.
Bottom of boring at 18½ feet.
Notes:
(1) Severe caving at 8 feet.
(2) Free groundwater encountered at 7 feet.
RGH Consultants, Inc.
Job No: 5310.02.04.2
Appr: EC
Drwn: tl
LOG OF BORING B-3
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California
PLATE
5


Other Laboratory Tests
Dry Density (pcf)
Moisture Content (%)
% Passing #200 Sieve
Blows/foot*
Sample
DEPTH (FEET)
EQUIPMENT: Mobile B-53
LOGGED BY: BDM
DATE: 4-28-08
DRILLER: Pearson Drilling
ELEVATION: **
14
10
9
10/6"
85
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
DARK BROWN SANDY CLAY WITH GRAVEL (CL), stiff, dry, porous, with some bark and gravel throughout and with fine roots in upper 1 foot (Fill).
DARK BROWN SANDY CLAY WITH GRAVEL (CL), stiff, dry.
BROWN CLAYEY GRAVEL (GC), dense, moist.
MOTTLED YELLOW-BROWN AND OLIVE-GRAY CLAYEY SAND WITH GRAVEL (SC), medium dense, moist, with abundant fine-grained-sand.
YELLOW-BROWN SANDY GRAVEL (GP), dense to very dense, moist to wet; with occasional cobbles.
GRAY-BROWN SANDY COBBLES WITH CLAY.
Bottom of boring at 14½ feet.
Notes:
(1) Severe caving at 8 feet.
(2) Free groundwater encountered at 8 feet, equilibrated to 7 feet after 70 minutes.
* Converted to equivalent standard penetration blow counts.
** Existing ground surface.
R G H Consultants, Inc.
Job No: 5310.02.04.2
Appr: EC
Drwn: tl
LOG OF BORING B-4
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California
PLATE
6

Agenda Item #5.2.




Other Laboratory Tests
Dry Density (pcf)
Moisture Content (%)
% Passing #200 Sieve
Blows/foot*
Sample
DEPTH (FEET)
EQUIPMENT: Mobile B-53
LOGGED BY: BDM
DATE: 4-28-08
DRILLER: Pearson Drilling
ELEVATION: **
DARK BROWN SANDY CLAY WITH GRAVEL (CL), medium stiff, dry; porous with fine roots in upper 1 foot.
7
9
34
BROWN CLAYEY SAND WITH GRAVEL (SC), medium dense, moist.
GRAY-BROWN SANDY COBBLES WITH CLAY.
Bottom of boring at 11 feet.
Notes:
(1) Severe caving at 8 feet.
(2) Free groundwater encountered at 7½ feet.
* Converted to equivalent standard penetration blow counts.
** Existing ground surface.
R G H Consultants, Inc.
Job No: 5310.02.04.2
Appr: EC
Drwn: tl
LOG OF BORING B-6
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California
PLATE
8



KEY TO TEST DATA

Consol - Consolidation
LL - Liquid Limit (in %)
PL - Plastic Limit (in %)
Gs - Specific Gravity
SA - Sieve Analysis
▩ - "Undisturbed" Samples
☒ - Bulk or Disturbed Sample
◪ - Standard Penetration Test
☐ - Sample Attempt With No Recovery

Shear Strength, psf ↘ ↙ Confining Pressure, psf

Tx	320	(2600)	- Unconsolidated Undrained Triaxial
TxCU	320	(2600)	- Consolidated Undrained Triaxial
DS	2750	(2600)	- Consolidated Drained Direct Shear
UC	2000		- Unconfined Compression
FVS	470		- Field Vane Shear
LVS	700		- Laboratory Vane Shear

SS - Shrink Swell
EXP - Expansion
P - Permeability

Note: All strength tests on 2.8-in. or 2.4-in. diameter sample, unless otherwise indicated.

RGH Consultants, Inc.

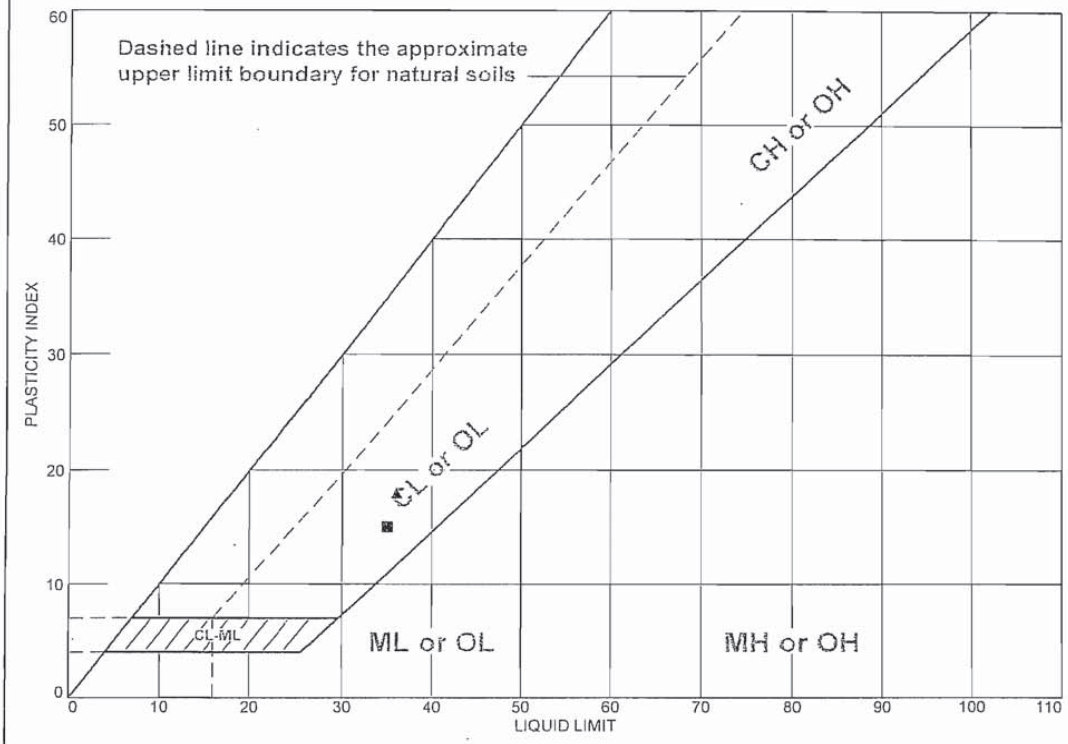
Job No: 5310.02.04.2
Appr: EC
Drwn: tl
Date: May 2008

SOIL CLASSIFICATION CHART AND KEY TO TEST DATA
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California

PLATE 9

Agenda Item #5.2.

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Brown Sandy Lean Clay (CL)	35	20	15	83.8	60.9	CL
■	Brown Sandy Lean Clay (CL)	35	20	15	80.9	59.7	CL
▲	Dark Brown Sandy Lean Clay (CL)	36	18	18			CL

Project No. 5310.2.4.2 **Client:** RGH Consultants

Project: Vineyard Lodge Expansion, St. Helena

● **Source of Sample:** B-1 **Depth:** 1.0-1.5'
■ **Source of Sample:** B-2 **Depth:** 1.5-2.0'
▲ **Source of Sample:** B-2 **Depth:** 4.0'

Remarks:
● Expansion Index= 52 (Medium)
■ Expansion Index= 46 (Low)

RGH CONSULTANTS, INC.

Plate

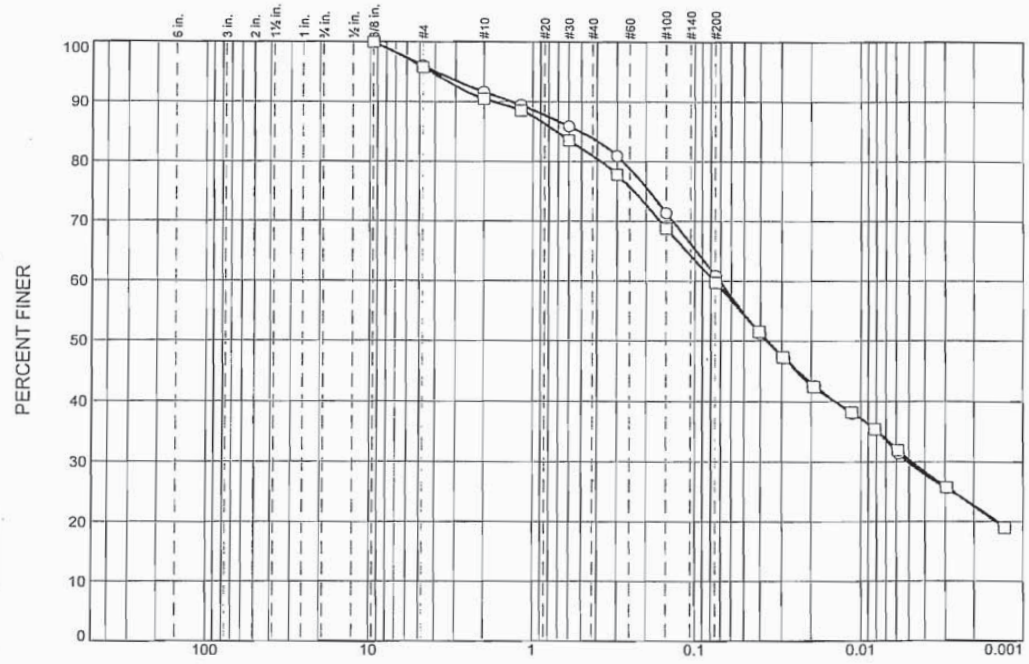
RGH Consultants, Inc.

Job No: 5310.02.04.2
Appr: EC
Drwn: tl
Date: May 2008

CLASSIFICATION TEST DATA
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California

PLATE
10

Particle Size Distribution Report



	% +3"	% Gravel		% Sand			% Fines	
		Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
○	0.0	0.0	4.0	4.4	7.8	22.9	31.2	29.7
□	0.0	0.0	4.3	5.2	9.6	21.2	29.4	30.3

SOIL DATA

SYMBOL	SOURCE	SAMPLE NO.	DEPTH (ft.)	Material Description	USCS
○	B-1		1.0-1.5'	Brown Sandy Lean Clay (CL)	CL
□	B-2		1.5-2.0'	Brown Sandy Lean Clay (CL)	CL

R G H CONSULTANTS, INC.

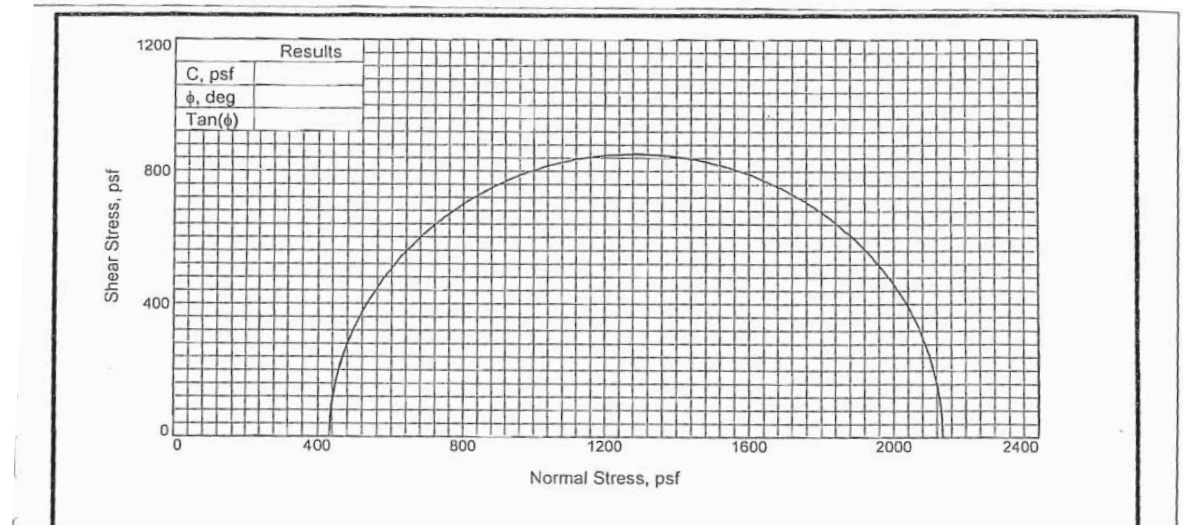
Client: RGH Consultants
Project: Vineyard Lodge Expansion, St. Helena
Project No.: 5310.2.4.2 Plate

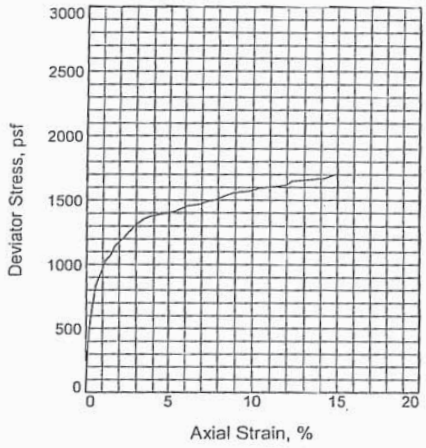
R G H Consultants, Inc.

Job No: 5310.02.04.2
Appr: EC
Drwn: tl
Date: May 2008

PARTICLE SIZE ANALYSIS
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California

PLATE 11





Sample No.		1
Initial	Water Content, %	15.1
	Dry Density, pcf	91.2
	Saturation, %	48.0
	Void Ratio	0.8484
	Diameter, in.	2.390
	Height, in.	5.200
At Test	Water Content, %	15.1
	Dry Density, pcf	91.2
	Saturation, %	48.0
	Void Ratio	0.8484
	Diameter, in.	2.390
	Height, in.	5.200
Strain rate, in./min.		0.060
Back Pressure, psf		0.0
Cell Pressure, psf		432.0
Fail. Stress, psf		1704.3
Strain, %		15.0
Ult. Stress, psf		1704.3
Strain, %		
σ_1 Failure, psf		2136.3
σ_3 Failure, psf		432.0

Type of Test: Unconsolidated Undrained
Sample Type: Undisturbed
Description: Dark Brown Fat Clay W/Sand And Gravel (CH)

Assumed Specific Gravity= 2.70
Remarks:

Plate _____

Client: RGH Consultants

Project: Vineyard Lodge Expansion, St. Helena

Source of Sample: B-3 **Depth:** 3.0'

Proj. No.: 5310.2.4.2 **Date Sampled:** 5-2-08

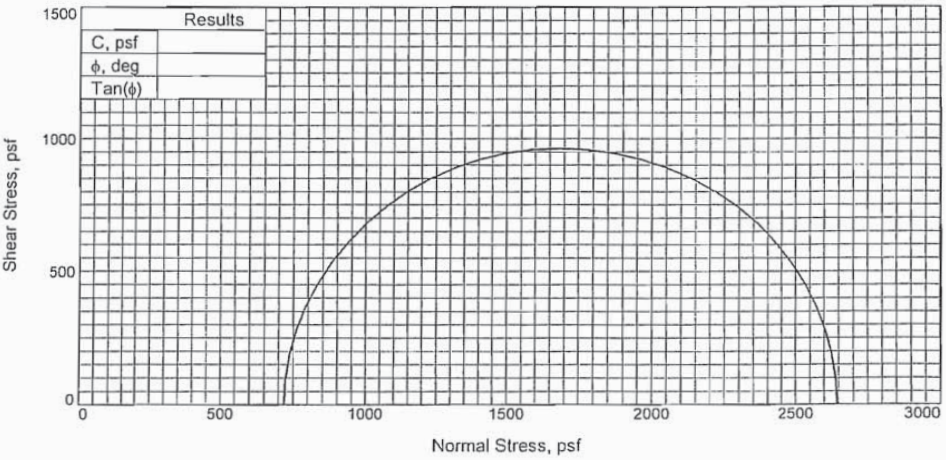
R G H CONSULTANTS, INC.

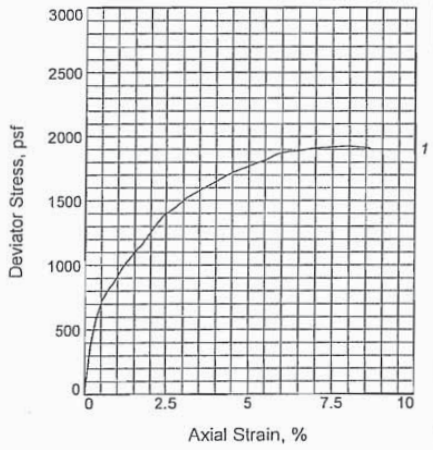
R G H Consultants, Inc.

Job No: 5310.02.04.2
Appr: EC
Drwn: tl
Date: May 2008

TRIAXIAL TEST DATA
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California

PLATE 12





Sample No.		1
Initial	Water Content, %	19.5
	Dry Density, pcf	101.9
	Saturation, %	80.4
	Void Ratio	0.6538
	Diameter, in.	2.430
	Height, in.	5.800
At Test	Water Content, %	19.5
	Dry Density, pcf	101.9
	Saturation, %	80.4
	Void Ratio	0.6538
	Diameter, in.	2.430
	Height, in.	5.800
Strain rate, in./min.		0.060
Back Pressure, psf		0.0
Cell Pressure, psf		720.0
Fail. Stress, psf		1925.3
Strain, %		7.9
Ult. Stress, psf		1925.3
Strain, %		
σ_1 Failure, psf		2645.3
σ_3 Failure, psf		720.0

Type of Test: Unconsolidated Undrained
Sample Type: Undisturbed
Description: Dark Brown Fat Clay W/Sand (CH)

Assumed Specific Gravity= 2.70
Remarks:

Plate _____

Client: RGH Consultants

Project: Vineyard Lodge Expansion, St. Helena

Source of Sample: B-3 **Depth:** 5.0'

Proj. No.: 5310.2.4.2 **Date Sampled:** 5-2-08

R G H CONSULTANTS, INC.

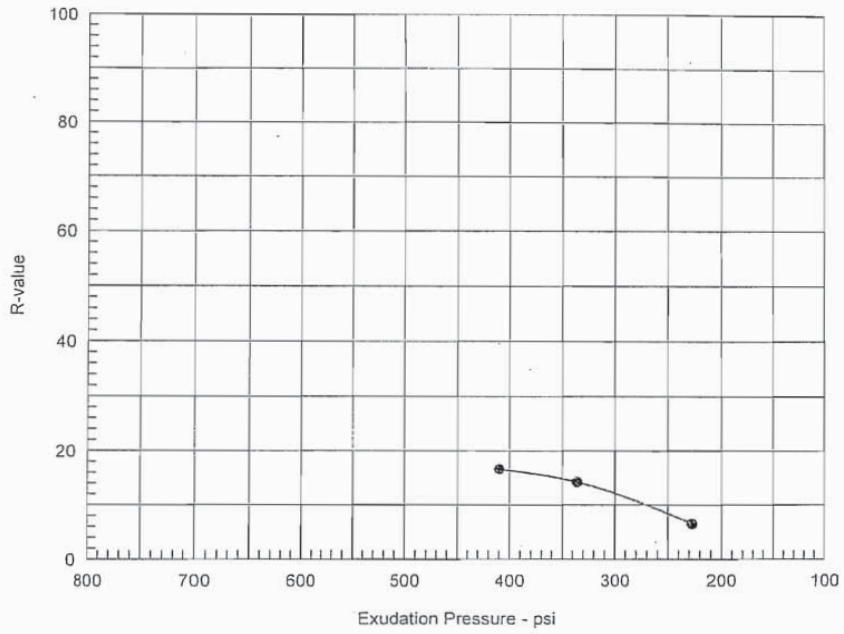
R G H Consultants, Inc.

Job No: 5310.02.04.2
Appr: EC
Drwn: tl
Date: May 2008

TRIAXIAL TEST DATA
Vineyard Lodge Expansion
830 Pratt Avenue
St. Helena, California

PLATE 13

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psf	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	75	105.7	19.8	0	142	2.42	228	7	7
2	125	109.7	18.5	0	130	2.60	336	13	14
3	130	113.2	17.1	0	124	2.48	410	17	17

Test Results	Material Description
R-value at 300 psi exudation pressure = 12	Brown Sandy Lean Clay W/Gravel (CL)

Project No.: 5310.2.4.2
Project: Vineyard Lodge Expansion, St. Helena
Source of Sample: B-5 **Depth:** 0.0'
Sample Number: Bulk A
Date: 5/7/2008

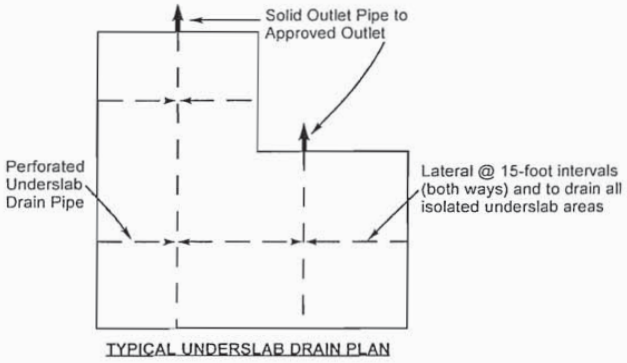
Tested by: CA
Checked by: TMc
Remarks:

R-VALUE TEST REPORT
RGH CONSULTANTS, INC.

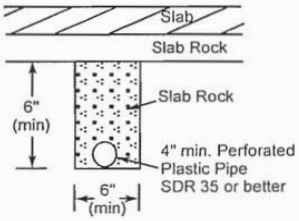
Plate ____

RGH Consultants, Inc.	Job No: 5310.02.04.2 Appr: EL Drwn: tl Date: May 2008	**RESISTANCE (R) VALUE DATA** Vineyard Lodge Expansion 830 Pratt Avenue St. Helena, California	PLATE 14

Agenda Item #5.2.



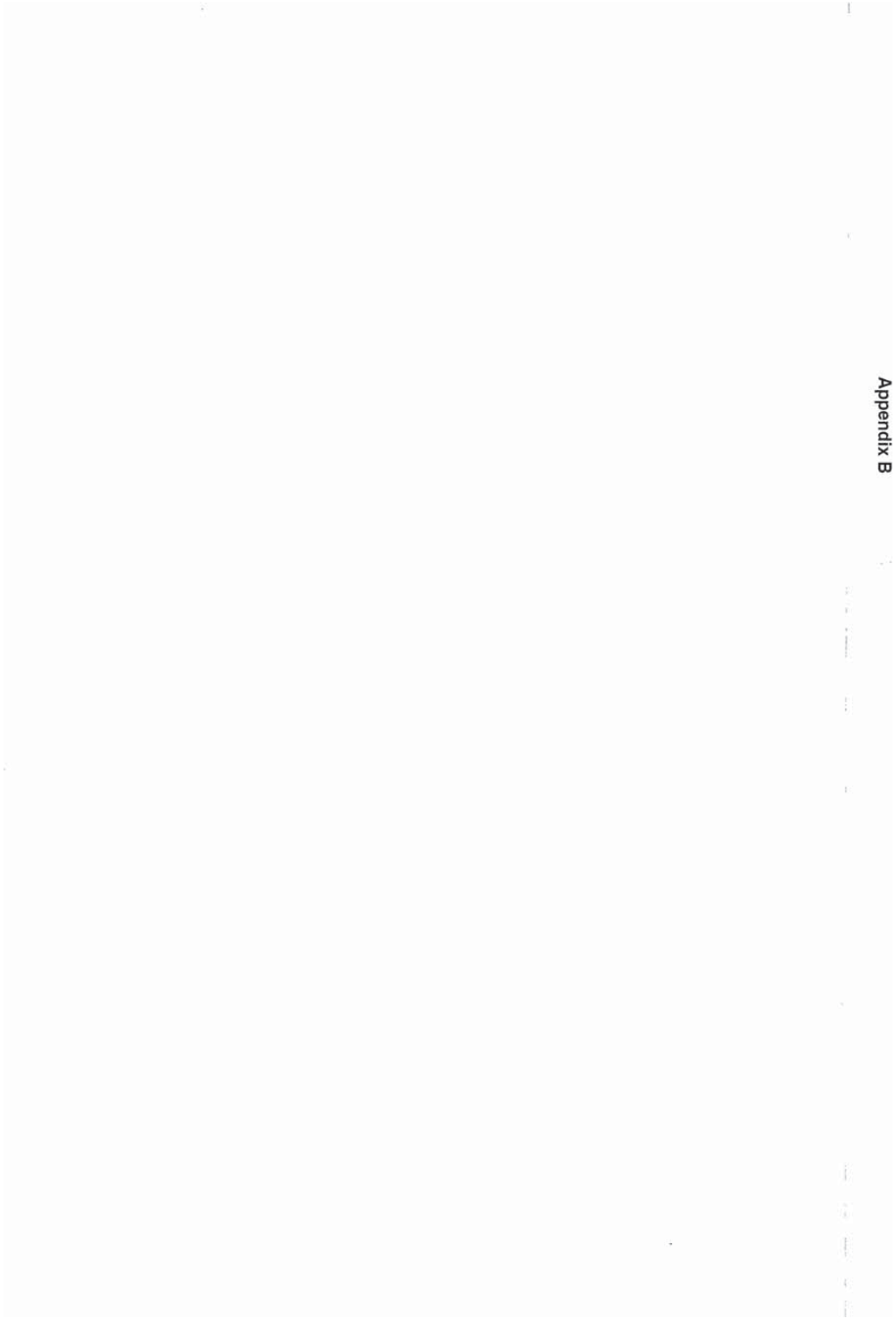
TYPICAL UNDERSLAB DRAIN PLAN



SLAB UNDERDRAIN

RGH Consultants, Inc.	Job No: 5310.02.04.2 Appr: EC Drwn: tl Date: May 2008	**TYPICAL SUBDRAIN DETAILS ILLUSTRATION** Vineyard Lodge Expansion 830 Pratt Avenue St. Helena, California	PLATE **15**

Agenda Item #5.2.



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APPENDIX C - DISTRIBUTION

Culinary Institute of America (2,0)
c/o Healthy Buildings USA
Attn: Bob Massaro
100A Coombs Street
Napa, CA 94559

ZFA Structural Engineers (1,0)
Attn: Dennis Fagent
1212 Fourth Street, Suite Z
Santa Rosa, CA 95404

Valley Architects (4[wet-signed],0)
Attn: Rob Anglin
1560 Railroad Avenue
St. Helena, CA 94574

Summit Engineering, Inc (1,0)
Attn: Richard Dinges
463 Aviation Boulevard, Suite 200
Santa Rosa, CA 95403

ZAC Landscape Architect (1,0)
Attn: Sandy Reed
1574 Skillman Lane
Petaluma, CA 94952

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Important Information About Your

Geotechnical Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

The following information is provided to help you manage your risks.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared *solely* for the client. No one except you should rely on your geotechnical engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you* — should apply the report for any purpose or project except the one originally contemplated.

Read the Full Report

Serious problems have occurred because those relying on a geotechnical engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

A Geotechnical Engineering Report Is Based on A Unique Set of Project-Specific Factors

Geotechnical engineers consider a number of unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical engineering report that was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,
- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical engineering report is based on conditions that existed at the time the study was performed. *Do not rely on a geotechnical engineering report* whose adequacy may have been affected by: the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events, such as floods, earthquakes, or groundwater fluctuations. *Always* contact the geotechnical engineer before applying the report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ—sometimes significantly—from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are *Not* Final

Do not overrely on the construction recommendations included in your report. *Those recommendations are not final,* because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations only by observing actual

subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's recommendations if that engineer does not perform construction observation.*

A Geotechnical Engineering Report Is Subject to Misinterpretation

Other design team members' misinterpretation of geotechnical engineering reports has resulted in costly problems. Lower that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Contractors can also misinterpret a geotechnical engineering report. Reduce that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Contractors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make contractors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give contractors the complete geotechnical engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise contractors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure contractors have sufficient time* to perform additional study. Only then might you be in a position to give contractors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and contractors do not recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations" many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform a *geoenvironmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical engineering report does not usually relate any geoenvironmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; ***none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.***

Rely, on Your ASFE-Member Geotechncial Engineer for Additional Assistance

Membership in ASFE/The Best People on Earth exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a construction project. Confer with you ASFE-member geotechnical engineer for more information.

ASFE
The Best People on Earth

8811 Colesville Road/Suite G106, Silver Spring, MD 20910
Telephone: 301/565-2733 Facsimile: 301/589-2017
e-mail: info@asfe.org www.asfe.org

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IIGER06045.0M



THE CULINARY INSTITUTE OF AMERICA AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

USE PERMIT AND DESIGN REVIEW SUBMITTAL

PROJECT TEAM

CLIENT
CULINARY INSTITUTE OF AMERICA
2555 MAIN STREET
ST. HELENA, CA 94574

ARCHITECT
ARCHITECTURAL RESOURCES GROUP, INC.
PIER 9, THE EMBARCADERO, SUITE 107
SAN FRANCISCO, CA 94111

MECHANICAL / PLUMBING ENGINEER
THE ENGINEERING PARTNERSHIP
100 BUSH CREEK ROAD, SUITE 204
SANTA ROSA, CA 95404

CIVIL ENGINEER
SUMMIT ENGINEERING, INC.
465 AVIATION BLVD, STE 200
SANTA ROSA, CA 95403

INDEX OF DRAWINGS

TITLESHEETS

T1.0	COVER SHEET
T1.1	MAP OF EASEMENTS

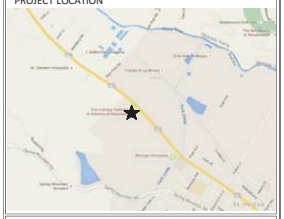
CIVIL

C-1	UTILITY PLAN
C-2	UTILITY PLAN - ENLARGED SOUTH
C-3	UTILITY PLAN - ENLARGED NORTH

ARCHITECTURAL

A1.0	SITE PLAN
A1.0-A	SITE PHOTOS
A1.0-B	SITE PHOTOS CONTINUED
A1.1	FIRST FLOOR PLAN - EXISTING
A1.2	SECOND FLOOR PLAN - EXISTING
A1.3	THIRD FLOOR PLAN - EXISTING
A2.1	FIRST FLOOR PLAN - PROPOSED
A2.1a	FIRST FLOOR ENLARGED PLAN - PROPOSED
A2.2	SECOND FLOOR PLAN - PROPOSED
A2.3	THIRD FLOOR PLAN - PROPOSED
A2.4	ROOF PLAN
A3.0	ELEVATIONS - EXISTING
A3.1	ELEVATIONS - PROPOSED
A3.2	SECTIONS

PROJECT LOCATION



PLOT PLAN



ARCHITECTURAL RESOURCES GROUP

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEN DRAWING HAS BEEN REDUCED.

Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
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NO.	DESCRIPTION	DATE
1	PERMIT RESUB	9/2/2016

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE

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SHEET TITLE
COVER SHEET

USE PERMIT AND DESIGN REVIEW SUBMITTAL

06/21/2016

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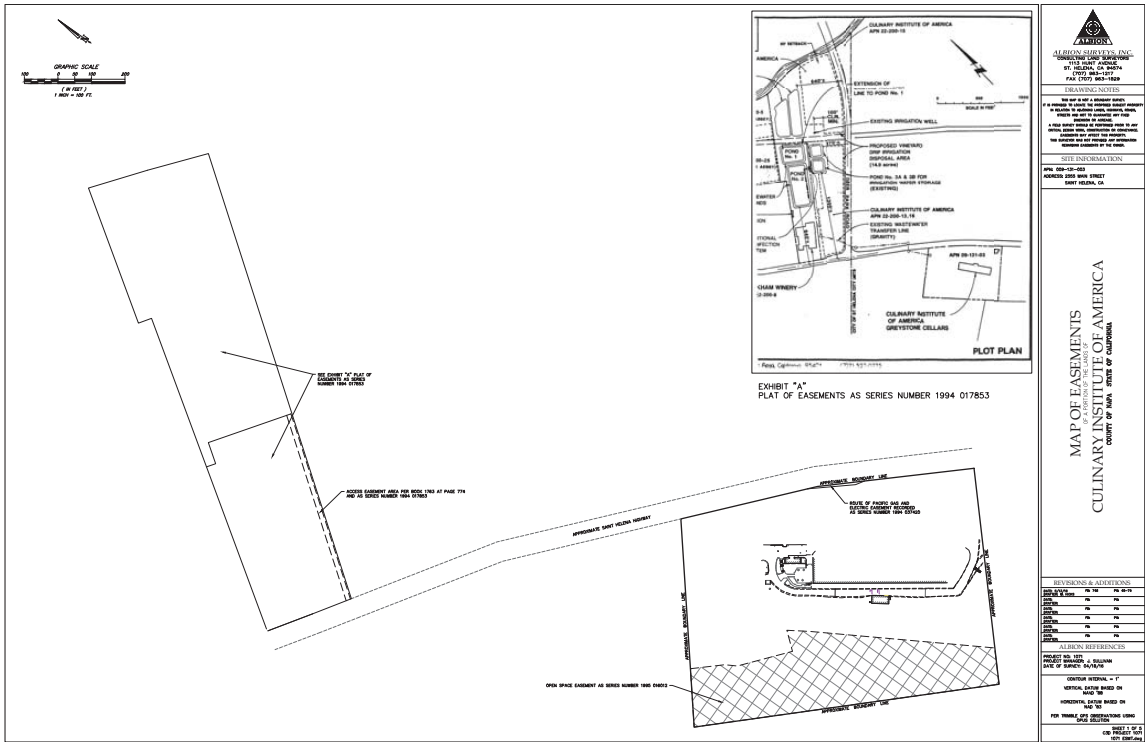
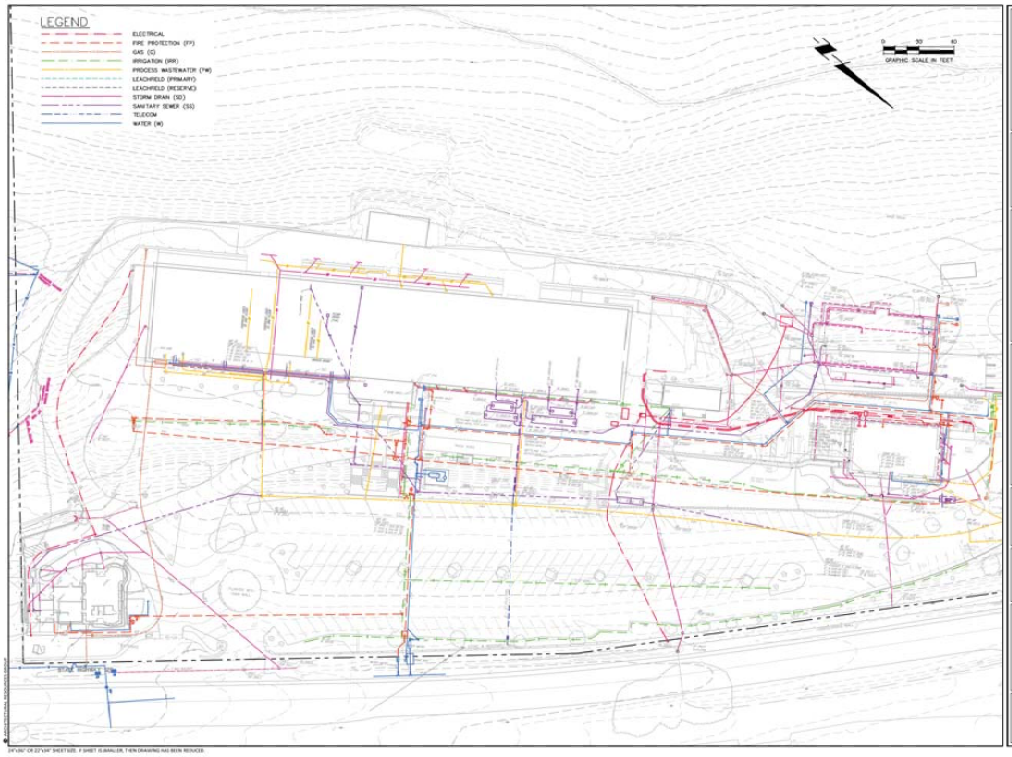
T1.0
SHEET OF


GRAPHIC SCALE
(IN FEET)
1 INCH = 100 FT.
SEE EXHIBIT "A" PLAT OF EASEMENTS AS SERIES NUMBER 1994 017853
ACCESS EASEMENT AREA PER BOOK 1763 AT PAGE 774 AND AS SERIES NUMBER 1994 017853
APPROXIMATE SAINT HELENA HIGHWAY
APPROXIMATE BOUNDARY LINE
ROUTE OF PACIFIC GAS AND ELECTRIC EASEMENT RECORDED AS SERIES NUMBER 1994 017425
OPEN SPACE EASEMENT AS SERIES NUMBER 1995 014012
CULINARY INSTITUTE OF AMERICA
APN 22-200-10
EXTENSION OF LINE TO POND No. 1
EXISTING IRRIGATION WELL
PROPOSED VINEYARD DRIP IRRIGATION DISPOSAL AREA (14.0 acres)
POND No. 3A & 3B FOR IRRIGATION WATER STORAGE (EXISTING)
CULINARY INSTITUTE OF AMERICA
APN 22-200-13,16
EXISTING WASTEWATER TRANSFER LINE (GRAVITY)
APN 09-121-03
CHAM WINERY
CULINARY INSTITUTE OF AMERICA GREYSTONE CELLARS
PLOT PLAN
EXHIBIT "A"
PLAT OF EASEMENTS AS SERIES NUMBER 1994 017853
ALBION SURVEYS, INC.
DIRECTING CIVIL SURVEYORS
1113 HUNT AVENUE
ST. HELENA, CA 94574
(707) 963-9181
FAX (707) 963-1629
DRAWING NOTES
SITE INFORMATION
APN: 026-120-003
ADDRESS: 2555 MAIN STREET
SAINT HELENA, CA
MAP OF EASEMENTS
CULINARY INSTITUTE OF AMERICA
COUNTY OF NAPA, STATE OF CALIFORNIA
REVISIONS & ADDITIONS
ALBION REFERENCES
PROJECT NO. 1021
SURVEYED BY: T. SULLIVAN
DATE OF SURVEY: 04/16/19
CONTOUR INTERVAL = 1'
VERTICAL DATUM BASED ON NAVD '88
HORIZONTAL DATUM BASED ON NAD '83
PER TRIMBLE GPS OBSERVATIONS USING RTK SOLUTION
SHEET 1 OF 2
CSD PROJECT 1021
1021 ESMT.dwg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ELECTRICAL
FIRE PROTECTION (FP)
GAS (G)
IRRIGATION (IRR)
PROCESS WASTEWATER (PW)
LEACHFIELD (PRIMARY)
LEACHFIELD (RESERVE)
STORM DRAIN (SD)
SANITARY SEWER (SS)
TELECOM
WATER (W)
GRAPHIC SCALE IN FEET
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
UTILITY PLAN
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
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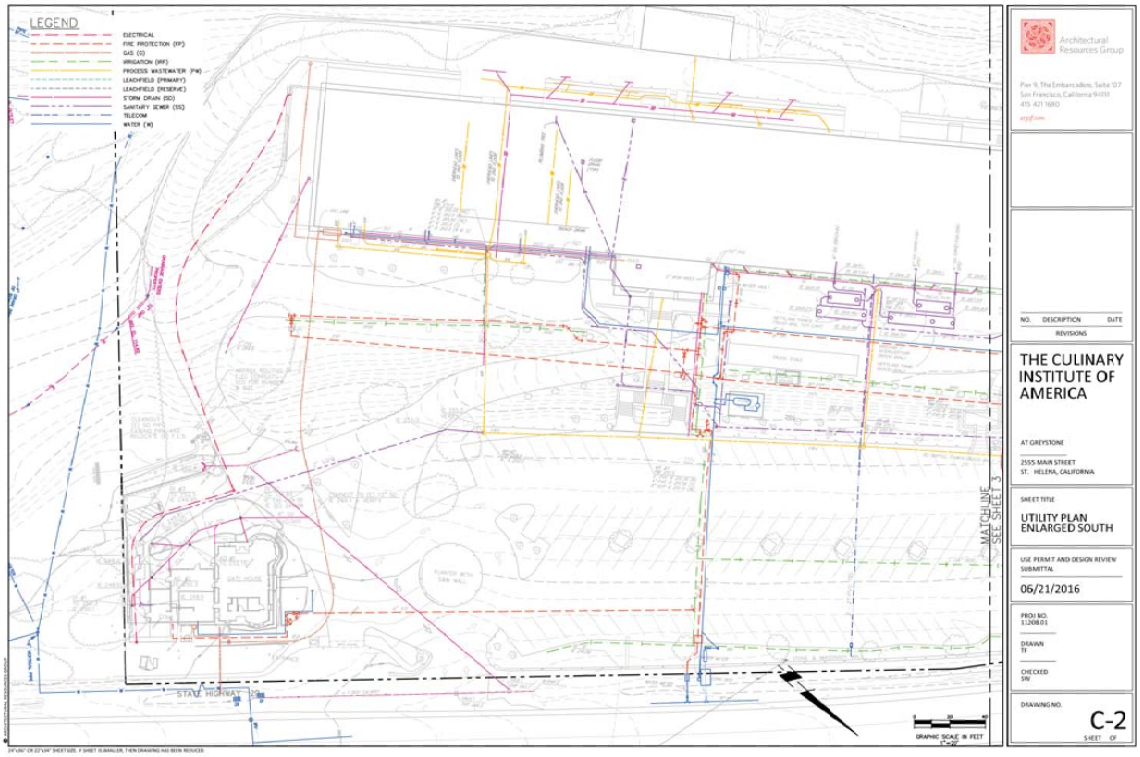
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FIRE PROTECTION (FP)
GAS (G)
IRRIGATION (IRR)
PROCESS WASTEWATER (PW)
LEACHFIELD (PRIMARY)
LEACHFIELD (RESERVE)
STORM DRAIN (SD)
SANITARY SEWER (SS)
TELECOM
WATER (W)
MATCHLINE SEE SHEET C-3
STATE HIGHWAY 29
GRAPHIC SCALE IN FEET
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
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AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
UTILITY PLAN ENLARGED SOUTH
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
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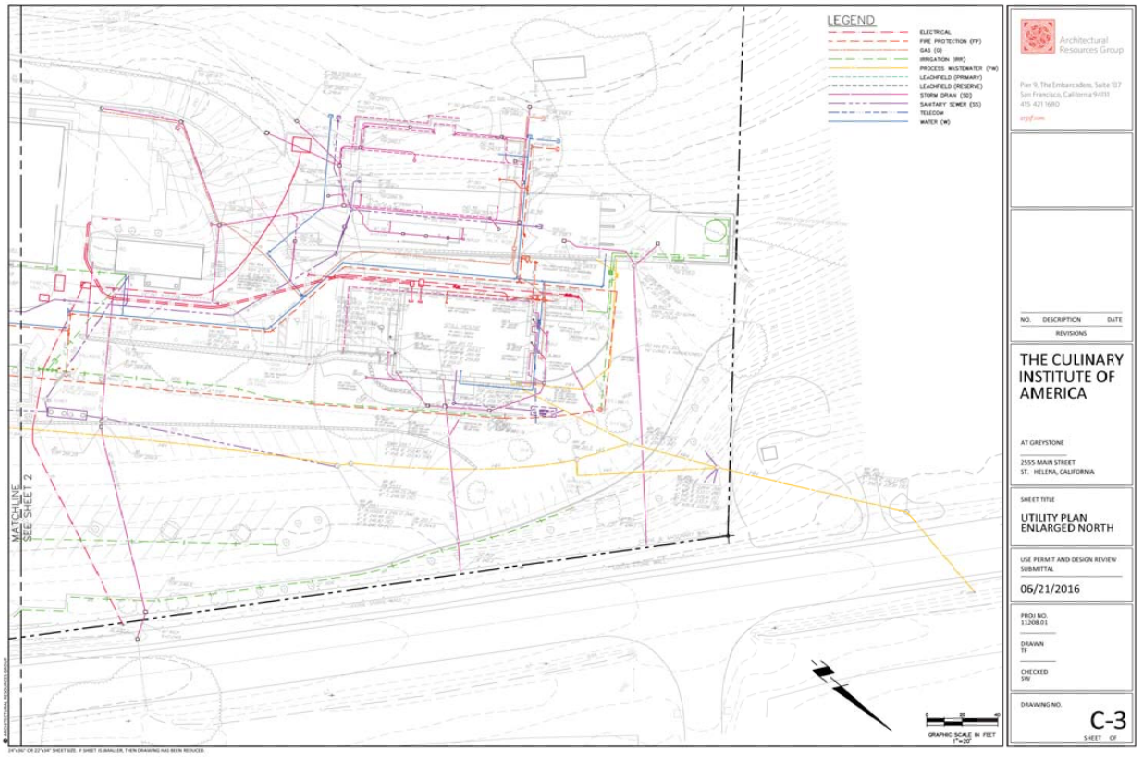
DRAWING NO.
C-2
SHEET OF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GAS (G)
IRRIGATION (IRR)
PROCESS WASTEWATER (PW)
LEACHFIELD (PRIMARY)
LEACHFIELD (RESERVE)
STORM DRAIN (SD)
SANITARY SEWER (SS)
TELECOM
WATER (W)
MATCHLINE
SEE SHEET 1.2
GRAPHIC SCALE IN FEET
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
UTILITY PLAN ENLARGED NORTH
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
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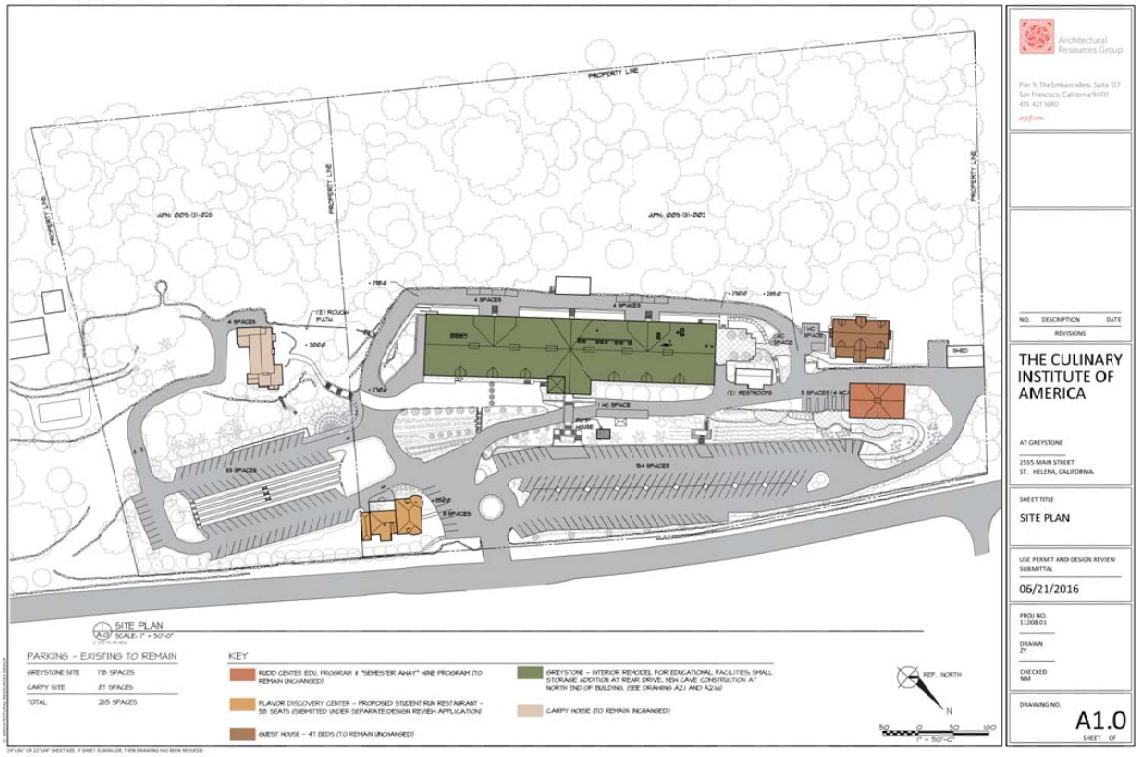
PROPERTY LINE
APN: 009-131-026
APN: 009-131-001
4 SPACES
(E) ROUGH PATH
(E) RESTROOMS
1 HC SPACE
SHED
SITE PLAN
SCALE: 1" = 50'-0"
PARKING - EXISTING TO REMAIN
GREYSTONE SITE 178 SPACES
CARPY SITE 87 SPACES
TOTAL 265 SPACES
KEY
RUDD CENTER EDU. PROGRAM & "SEMESTER AWAY" MINE PROGRAM (TO REMAIN UNCHANGED)
FLAVOR DISCOVERY CENTER - PROPOSED STUDENT RUN RESTAURANT - 58 SEATS (SUBMITTED UNDER SEPARATE DESIGN REVIEW APPLICATION)
GUEST HOUSE - 41 BEDS (TO REMAIN UNCHANGED)
GREYSTONE - INTERIOR REMODEL FOR EDUCATIONAL FACILITIES; SMALL STORAGE ADDITION AT REAR DRIVE, NEW CAVE CONSTRUCTION AT NORTH END OF BUILDING. (SEE DRAWING A2.1 AND A2.1a)
CARPY HOUSE (TO REMAIN UNCHANGED)
REF. NORTH
N
50 0 50 100
1" = 50'-0"
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NO. DESCRIPTION DATE
REVISIONS
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SHEET TITLE
SITE PLAN
USE PERMIT AND DESIGN REVIEW SUBMITTAL
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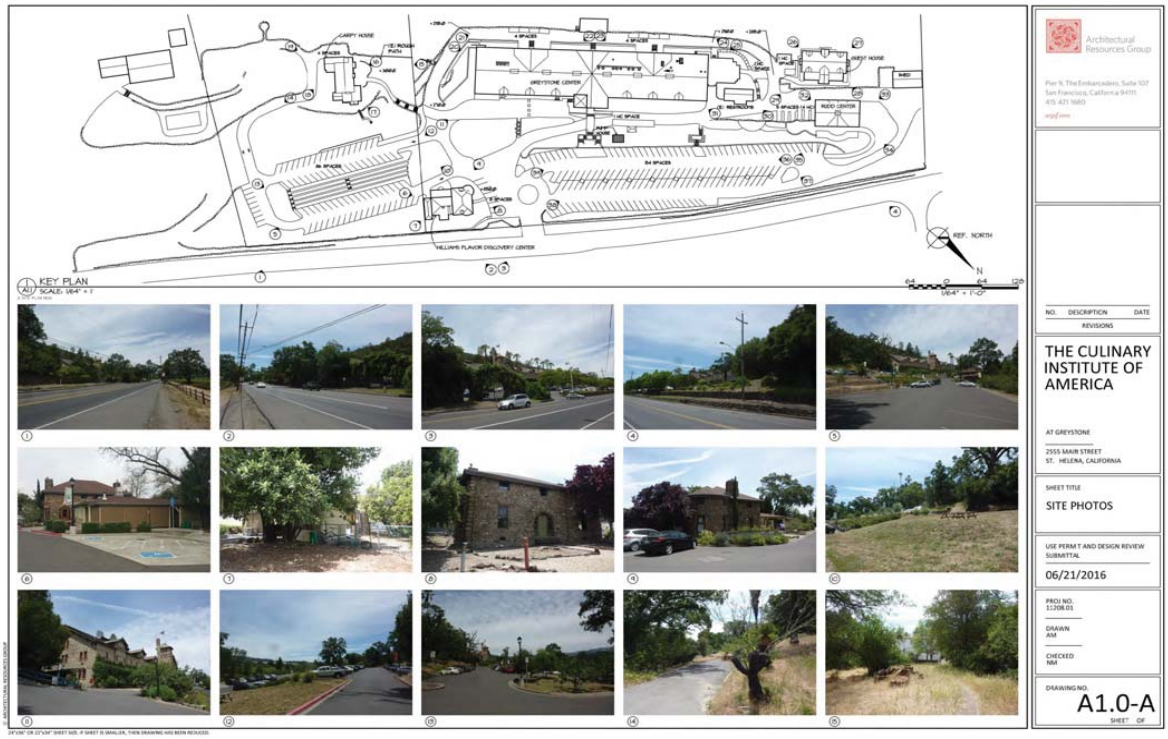
KEY PLAN
SCALE: 1/64" = 1'
REF. NORTH
GREYSTONE CENTER
HELLMAN FLAVOR DISCOVERY CENTER
Architectural Resources Group
NO. DESCRIPTION DATE
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SHEET TITLE
SITE PHOTOS
USE PERMIT AND DESIGN REVIEW SUBMITTAL
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AT GREYSTONE
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SHEET TITLE
SITE PHOTOS CONTINUED
USE PERMIT AND DESIGN REVIEW SUBMITTAL
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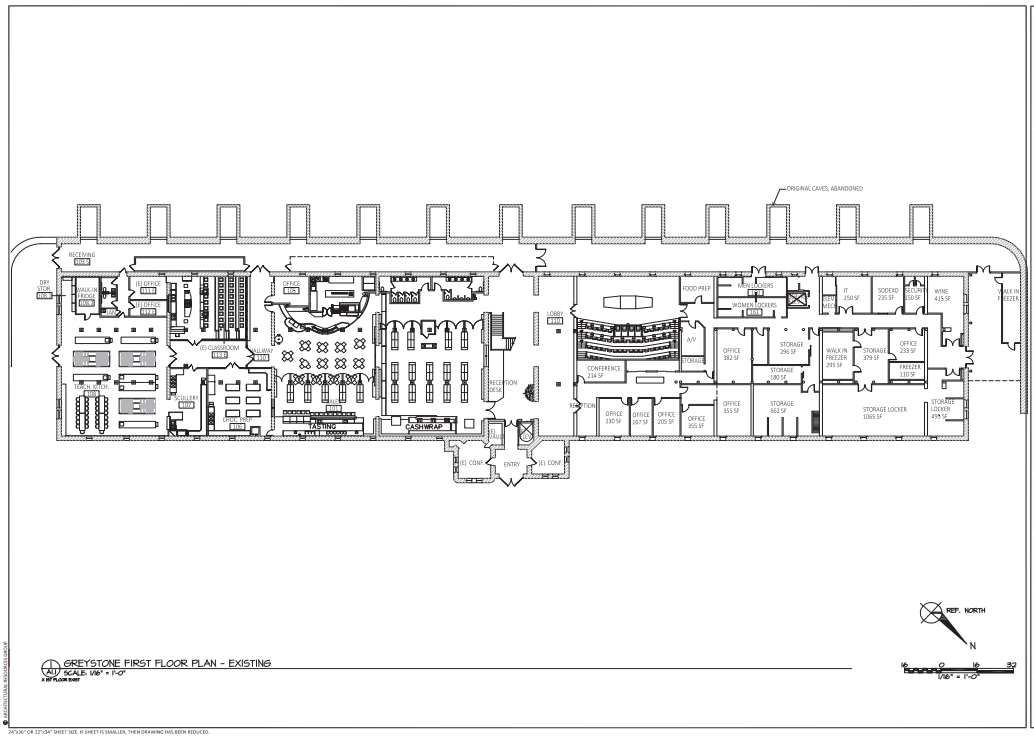

1 GREYSTONE FIRST FLOOR PLAN - EXISTING
A1.1 SCALE: 1/16" = 1'-0"

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEM DRAWING HAS BEEN REDUCED.

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AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE
FIRST FLOOR PLAN
EXISTING

USE PERMIT AND DESIGN REVIEW SUBMITTAL

06/21/2016

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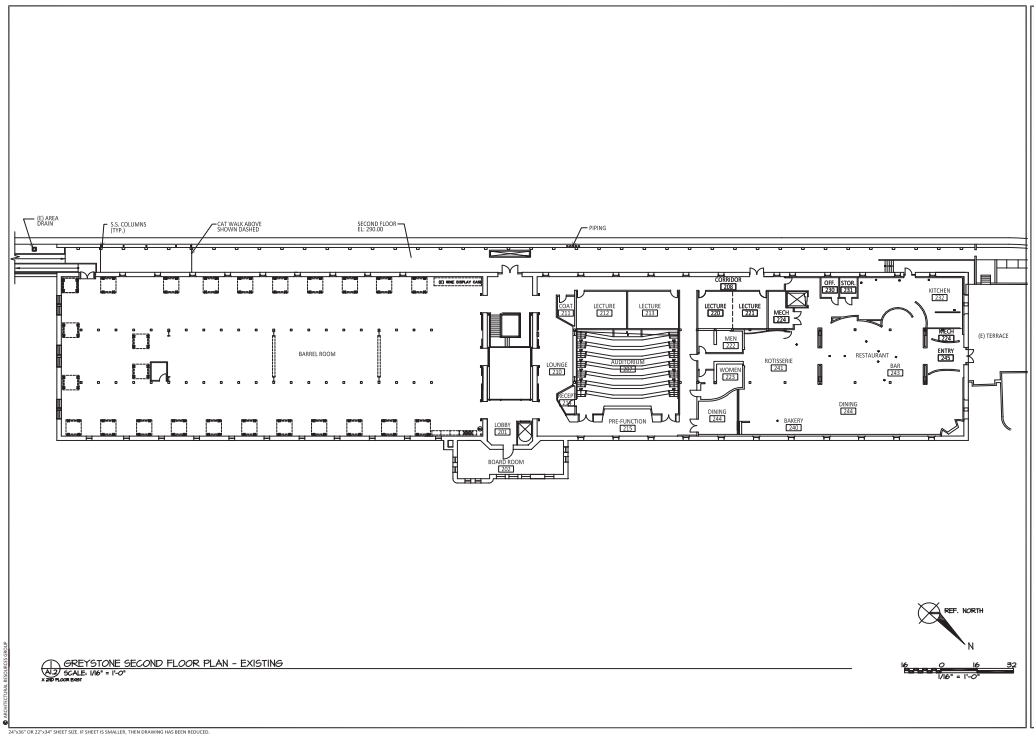
A1.1
SHEET OF



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REVISIONS

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AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE SECOND FLOOR PLAN EXISTING

USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

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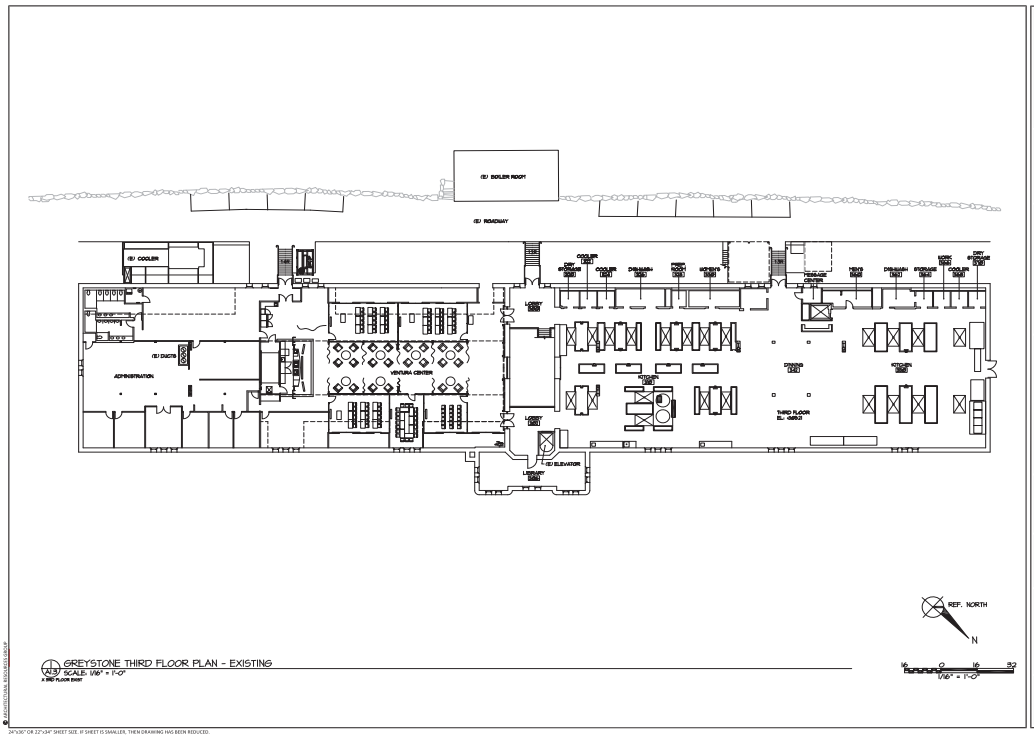
A1.2
SHEET OF

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEM DRAWING HAS BEEN REDUCED.



GREYSTONE THIRD FLOOR PLAN - EXISTING
SCALE: 1/8" = 1'-0"

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEM DRAWING HAS BEEN REDUCED.

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SHEET TITLE
GREYSTONE
THIRD FLOOR PLAN
EXISTING

USE PERMIT AND DESIGN REVIEW SUBMITTAL

06/21/2016

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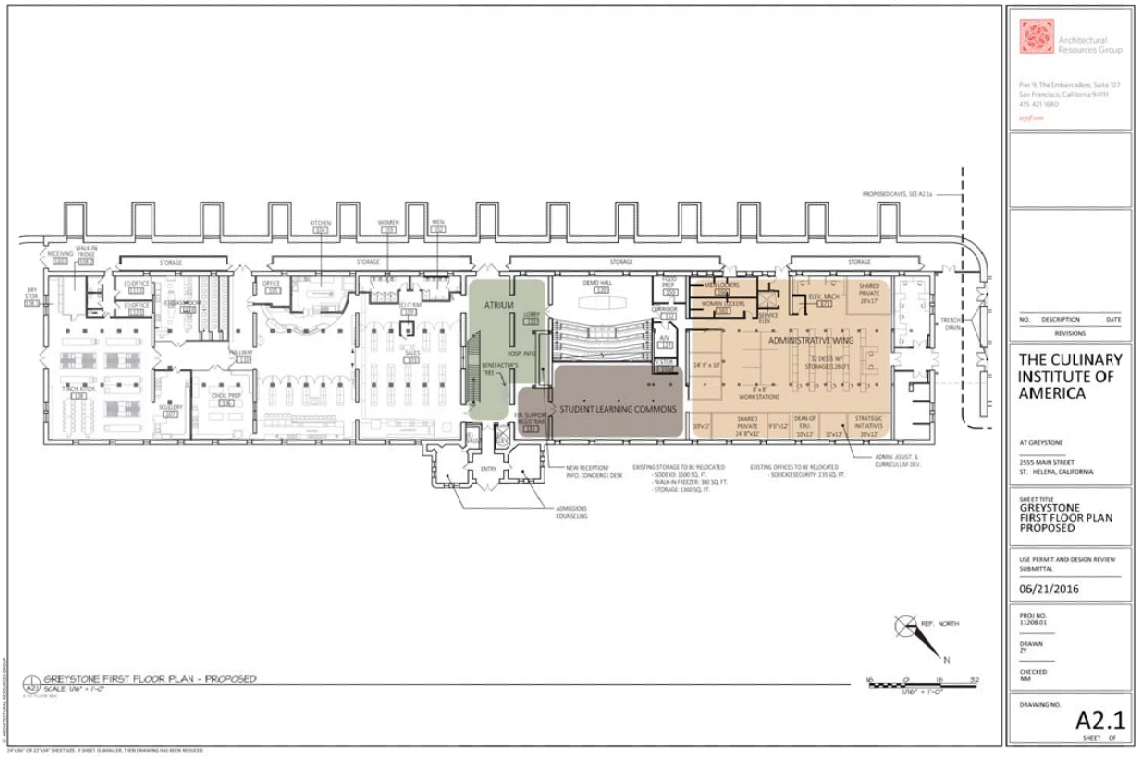
SHEET OF


ATRIUM
STUDENT LEARNING COMMONS
ADMINISTRATIVE WING
GREYSTONE FIRST FLOOR PLAN - PROPOSED
SCALE: 1/16" = 1'-0"
REF. NORTH
N
Architectural Resources Group
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
GREYSTONE FIRST FLOOR PLAN PROPOSED
USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016
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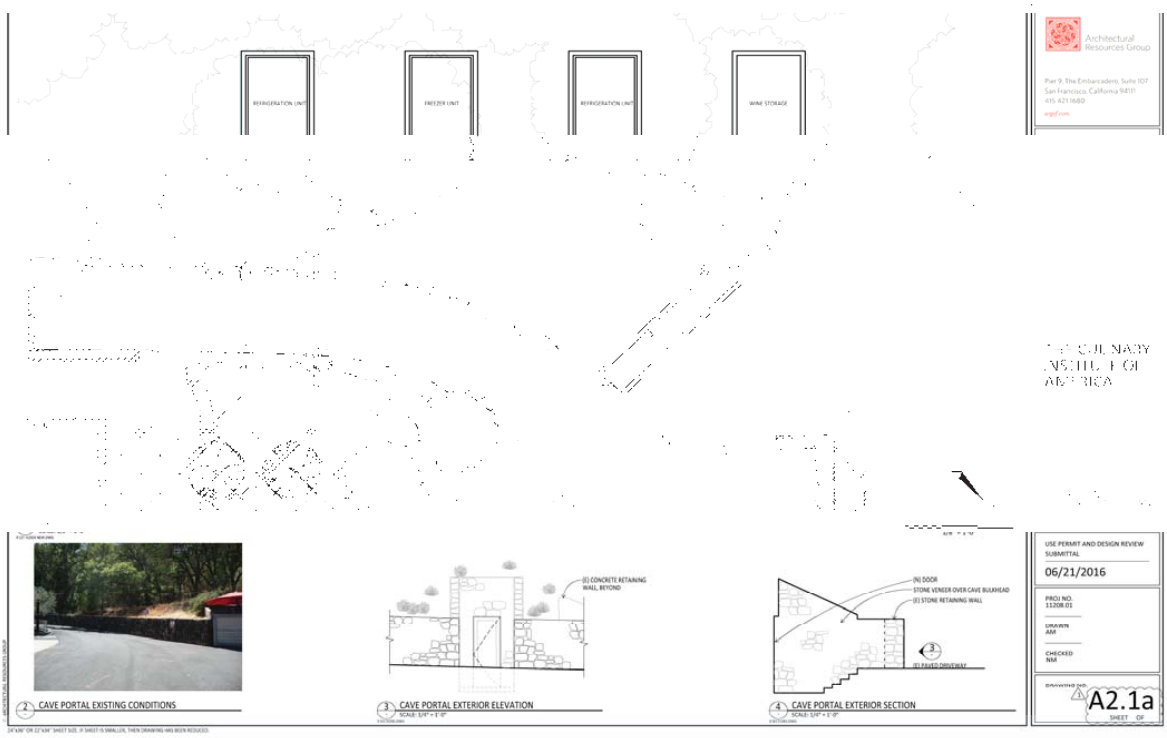
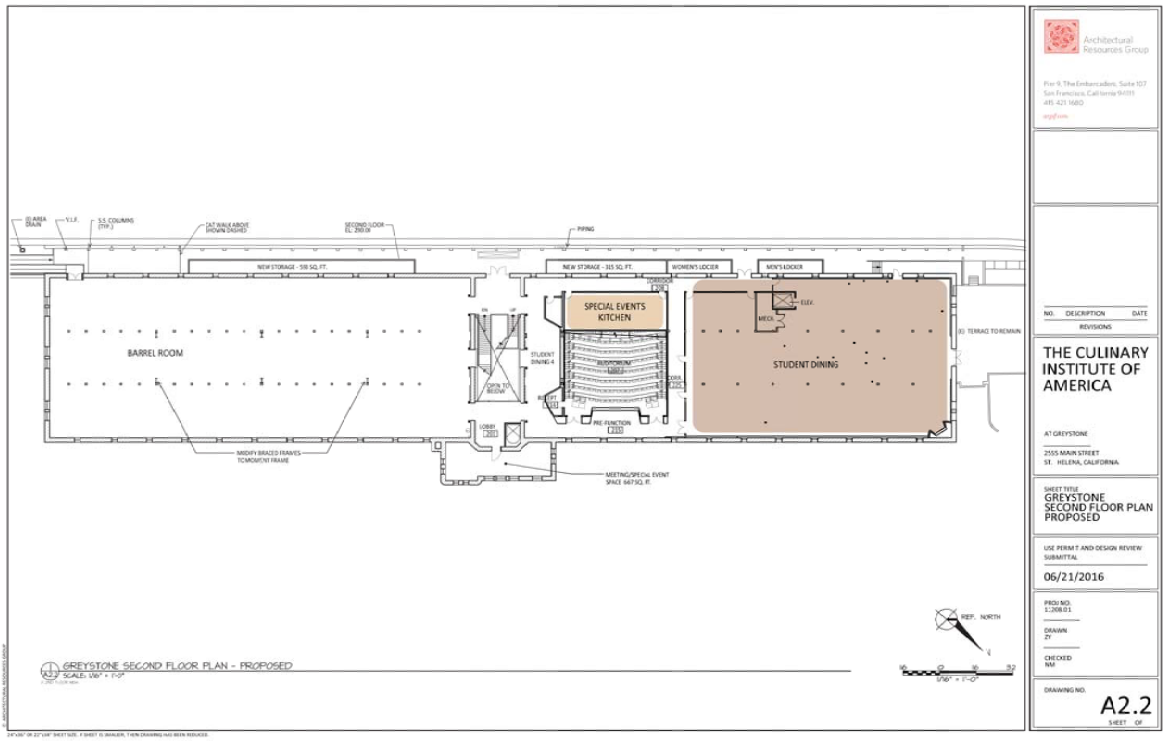


2 CAVE PORTAL EXISTING CONDITIONS

3 CAVE PORTAL EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"

4 CAVE PORTAL EXTERIOR SECTION
SCALE: 1/4" = 1'-0"


BARREL ROOM
SPECIAL EVENTS KITCHEN
STUDENT DINING
NEW STORAGE - 538 SQ. FT.
NEW STORAGE - 315 SQ. FT.
WOMEN'S LOCKER
MEN'S LOCKER
PRE-FUNCTION
LOBBY
MEETING/SPECIAL EVENT SPACE 6473 SQ. FT.
(E) TERRACE TO REMAIN
GREYSTONE SECOND FLOOR PLAN - PROPOSED
SCALE: 1/16" = 1'-0"
REF. NORTH
Architectural Resources Group
THE CULINARY INSTITUTE OF AMERICA
AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA
SHEET TITLE
GREYSTONE SECOND FLOOR PLAN PROPOSED
USE PERMIT AND DESIGN REVIEW SUBMITTAL
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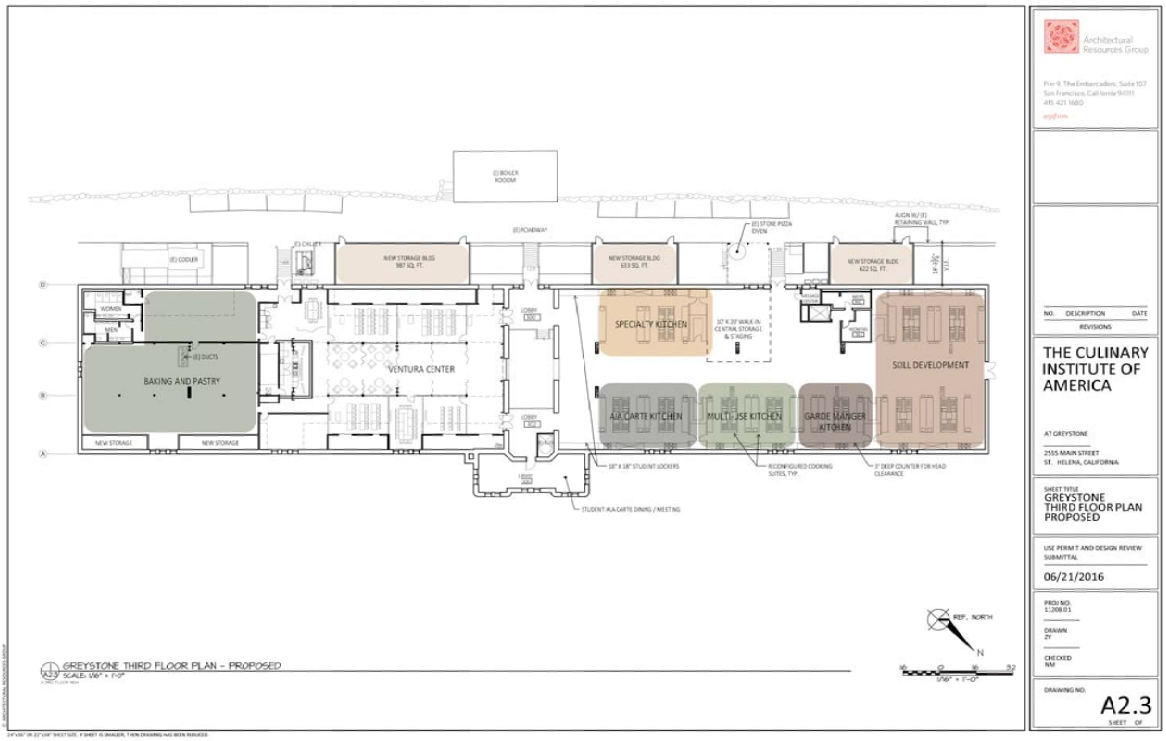
(E) BOILER ROOM
(E) ROADWAY
(E) STORE PIZZA OVEN
ALIGN W/ (E) RETAINING WALL, TYP
(E) COOLER
(E) CHILLER
NEW STORAGE BLDG 987 SQ. FT.
NEW STORAGE BLDG 633 SQ. FT.
NEW STORAGE BLDG 622 SQ. FT.
WOMEN
MEN
(E) DUCTS
BAKING AND PASTRY
VENTURA CENTER
LOBBY
SPECIALTY KITCHEN
10' X 20' WALK-IN CENTRAL STORAGE & STAGING
SOILL DEVELOPMENT
AJA CARTE KITCHEN
MULTI-USE KITCHEN
GARDE MANGER KITCHEN
NEW STORAGE
NEW STORAGE
18" X 18" STUDENT LOCKERS
RECONFIGURED COOKING SUITES, TYP.
3" DEEP COUNTER FOR HEAD CLEARANCE
STUDENT ALA CARTE DINING / MEETING
REF. NORTH
N
GREYSTONE THIRD FLOOR PLAN - PROPOSED
SCALE: 1/16" = 1'-0"
Architectural Resources Group
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AT GREYSTONE
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SHEET TITLE
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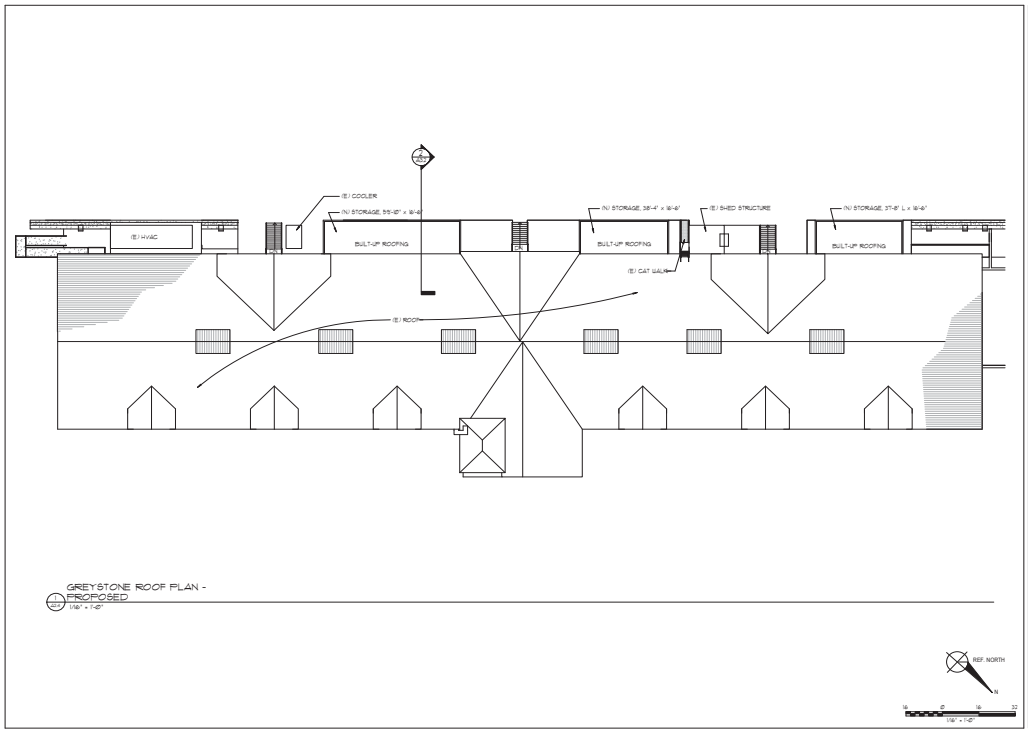

GREYSTONE ROOF PLAN - PROPOSED
1/16" = 1'-0"

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SHEET TITLE
GREYSTONE ROOF PLAN - PROPOSED

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06/21/2016

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Author
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Checker

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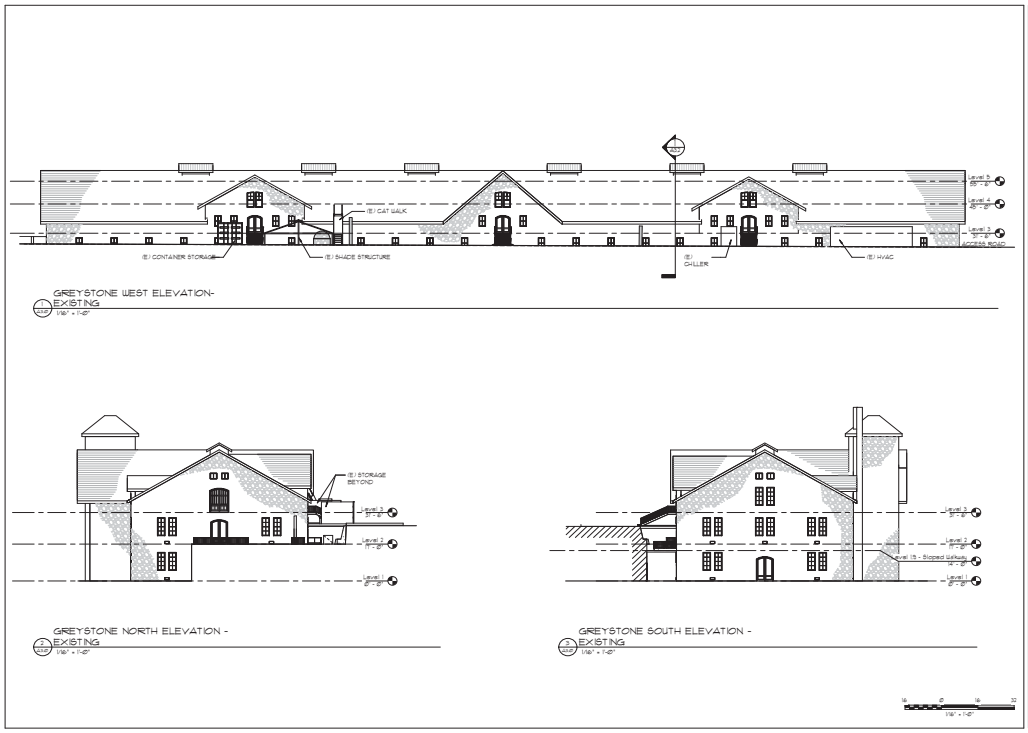
Agenda Item #5.2.



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San Francisco, California 94111
415.421.1680
arpf.com

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REVISIONS

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AT GREYSTONE

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SHEET TITLE
GREYSTONE EXISTING ELEVATIONS

USE PERMIT AND DESIGN REVIEW SUBMITTAL
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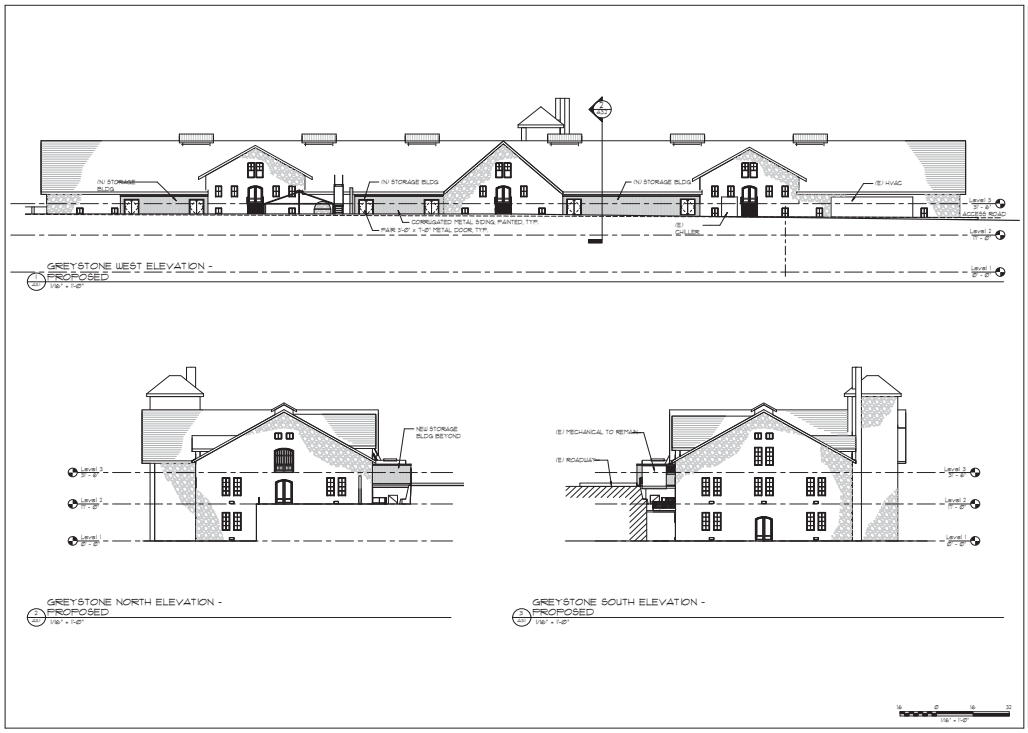
Agenda Item #5.2.



Architectural Resources Group
Pier 9, The Embarcadero Suite 107
San Francisco, California 94111
415.421.1680

NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE

2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
GREYSTONE PROPOSED ELEVATIONS

USE PERMIT AND DESIGN REVIEW SUBMITTAL

06/21/2016

PROJ. NO.
11208.01

DRAWN
Author

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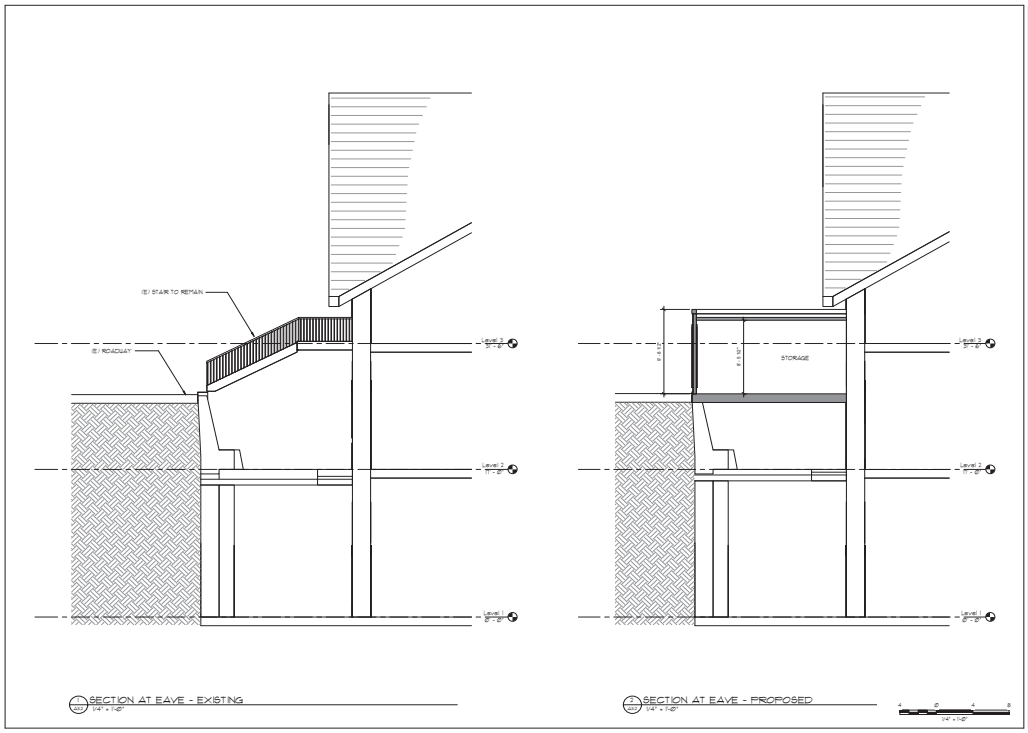
Checker

DRAWING NO.
A3.1

Agenda Item #5.2.



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Pier 9, The Embarcadero Suite 107
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NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT GREYSTONE
2555 MAIN STREET
ST. HELENA, CALIFORNIA

SHEET TITLE
SECTIONS

USE PERMIT AND DESIGN REVIEW SUBMITTAL
06/21/2016

PROJ. NO.
11208.01
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A3.2

Agenda Item #5.2.

WASTEWATER FEASIBILITY STUDY

Culinary Institute of America - Greystone

2555 Main Street, St. Helena, California

APN 009-131-003

SUMMIT

CIVIL STRUCTURAL ELECTRICAL WATER|WASTEWATER

Project No. 2016039

June 15, 2016

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LIST OF ENCLOSURES

Enclosure A: Wastewater System Schematic

PROJECT OVERVIEW

The Culinary Institute of America (CIA) at Greystone is applying for a Use Permit modification for improvements to an existing educational facility located at 2555 Main St, in St. Helena (APN 009-131-003). The project site is located on the western side of Main St (also Highway 29) north of downtown St. Helena. The project site is situated near the toe of the valley floor, sloping up to the southwest away from Highway 29.

Greystone is made up of a 13.47 acre parcel, with five (5) buildings serving an enrollment of 200 students, and an adjacent 5 acre parcel which provides additional parking. The Use Permit Application includes the elimination of the existing 190-seat Wine Spectator Greystone Restaurant, and a decrease from 68 to 58 seats in the Williams Flavor Discovery Center (FDC). Operation of the FDC will also decrease from the current 362 days per year to 180 days per year (5 days per week for 36 weeks). Some proposed changes to the expected student, staffing and guest counts are included as well. Additional interior site improvements are shown on the Architectural Site Plans (no exterior site work is proposed). The new educational facilities will have the capacity for 300 students per year, compared to the existing 200. Improvements to the existing dishwashing and other kitchen facilities, including replacement with more water and energy efficient equipment, in addition to the change in intensity of the new restaurant, is anticipated to reduce the overall water and wastewater demand for the site, as outlined in the sanitary sewage (SS) management system section.

The Greystone campus currently disposes of all effluent from the SS collection system in the Markham Combined Wastewater System (MCWS) and will continue to utilize this treatment system after the site improvements discussed in this application. Overall, the proposed improvements will lead to a net decrease in flows conveyed and treated at the MCWS, which will not adversely impact the disposal capacity of the MCWS treatment system. Summit Engineering has prepared the following Wastewater Feasibility Study outlining the proposed SS flows and associated treatment and disposal systems.

SANITARY SEWAGE MANAGEMENT SYSTEM

Greystone intends to utilize the existing, permitted MCWS located at Markham Winery on Highway 29 north of St. Helena for all SS treatment and disposal. The MCWS consists of two aerated ponds, settling, filtration, hypochlorite disinfection and either evaporation or irrigation disposal. Greystone will continue to utilize the onsite primary treatment, including one 3,000 gallon grease interceptor, two 7,500 gallon settling tanks and one 6,000 gallon settling tank, and a pump sump and pump to convey the SS flows to the MCWS. The MCWS has 4 users: CIA, Markham Winery, Freemark Abbey, and the Wine Country Inn. The facility was sized to handle effluent from all 4 properties. The system has adequate capacity to accommodate approximately 15,000 gallons per day (gpd) based on the original water allotment agreement with the City of St. Helena. Waste Discharge Requirements for the MCWS permit Greystone to contribute an annual total of 5.42 million gallons, which is approximately equal to 14,850 gpd. The existing primary treatment system will have excess capacity to accommodate the proposed SS peak flows, as the proposed flow will decrease. More details on the projected peak SS flows are provided below.

SANITARY SEWAGE CHARACTERISTICS

SS will consist primarily of wastewater generated from restrooms, kitchen and dishwashing facilities. Typical SS characteristics are summarized below:

TABLE 1.TYPICAL SANITARY SEWER CHARACTERISTICS

Characteristic	Units	Raw Wastewater Range[1]
BOD_s	mg/L	110 - 220
Grease	mg/L	50-100
Total Suspended Solids (TSS)	mg/L	100 - 220
Volatile Suspended Solids	mg/L	80 - 165
Total Dissolved Solids (TDS)	mg/L	250 - 500
Nitrogen	mg/L	20 - 40
Nitrate	mg/L	0
Phosphorous	mg/L	4 - 8
Alkalinity ($CaCO_3$)	mg/L	50 - 100
Chloride	mg/L	30 - 50
Sulfate	mg/L	20 - 30

[1]Typical composition of untreated domestic wastewater, Metcalf & Eddy, "Wastewater Engineering, Third Edition", 1991

SANITARY SEWAGE DESIGN FLOWS

The SS management system at Greystone will convey primary treated wastewater generated from the restrooms, kitchen and dishwashing facilities. Flows are estimated based on the gallons per capita per day (gpcd) for each user of the facility. In addition to students, Greystone will have instructors, staff, restaurant guests and visitors as follows:

GREYSTONE SANITARY SEWAGE

			Water Use (gpcd)		Daily Flow (gal/day)	Days Used Per Year:	Annual Flow (ac-ft/yr)
Administration							
Administration	6	x	15	=	90	355	0.10
F&B Operations (including Special Events Staff)	22	x	15	=	330	355	0.36
Restaurant							
Restaurant Staff and F&B Management	3	x	15	=	45	355	0.05
Flavor Discovery Center							
Restaurant Guests	58	x	15	=	1,020	180	0.48
Café							
Café Staff	7	x	15	=	105	355	0.11
Café Guests	42	x	6	=	252	355	0.27
Campus Store							
Store Staff	6	x	20	=	120	355	0.13
Store Guests	20	x	3	=	60	355	0.07
Education							
Students	300	x	23	=	6,900	308	6.52
Instructors	25	x	15	=	375	326	0.38
Education Staff	18	x	15	=	270	326	0.27
Guests/Hospitality							
Visitors and Hospitality Staff	2	x	15	=	30	355	0.03
Visitors and Hospitality Guests	25	x	3	=	75	355	0.08
Food Enthusiast							
Food Enthusiast Education Staff	3	x	15	=	45	355	0.05
Food Enthusiast Education Guests	20	x	15	=	300	355	0.33
TOTAL SANITARY SEWAGE DESIGN FLOW				=	**9,867**	**gpd**	**9.23 ac-ft/yr**
				=	**3.01 Million Gal per year**		

The SS management system is designed to handle wastewater generated from all campus activities at the peak daily demand. Peak SS generation is estimated using the detailed flow distribution above, which distinguishes between the various users and per capita usage estimates per Napa County guidelines. For instructors, administration staff, restaurant staff, and restaurant guests, the peak flow is estimated using 15 gpcd. For the campus store staff, peak flow is estimated at 20 gpcd. For store visitors and hospitality guests, the peak flow is

estimated using 3 gpcd, and the peak flow is estimated using 6 gpcd for café guests. For the students at the facility, peak flow is estimated at 23 gpcd.

The counts and distributions of students, staff and guests are based on the site development plans provided by the project architect. The proposed peak daily SS generation is estimated to be only 9,867 gpd after facility improvements. Additionally, Greystone is proposing to upgrade existing dishwashing and kitchen facilities to highly water and energy efficient equipment, which should result in additional water savings, and as a result, a reduction in wastewater production.

The SS management system was designed to handle the total peak daily SS flow of approximately 15,000 gpd corresponding to the original SS design flow from all operations. The current proposed daily flow of 9,867 gpd is significantly less than the estimated existing SS generation of 12,000 gpd and less than the original design flow of 15,000 gpd. The proposed annual flow was determined based on the proposed operating schedule for the various uses, with the restaurant only operating 180 days per year and the remaining flows conservatively estimated based on feedback from CIA staff. The total estimated annual flow is 3.01 million gallons per year (9.23 ac-ft/year), which is well below the total permitted discharge capacity of 5.42 million gallons per year (16.63 ac-ft/year).

SANITARY SEWAGE CONVEYANCE, TREATMENT AND DISPOSAL

The SS treatment and disposal system will have the components described below. Refer to Enclosure A for the SS management system schematic.

Gravity Collection

The gravity collection system is assumed to be designed to provide low maintenance and no infiltration or exfiltration. Piping is likewise assumed to be compatible with sanitary sewer and satisfy Uniform Plumbing Code and local requirements.

Septic Tanks with Effluent Filter

Solids settling and digestion in the septic tanks helps to reduce BOD and TSS concentrations entering the treatment and disposal system, increasing treatment system efficiency. SS leaving the Greystone building is collected in either a 3,000 gallon grease interceptor and 6,000 gallon settling tank, or two series settling tanks with a total volume of 7,500 gallons. SS flows into a pump tank, where it is pumped into a 3" force main and ultimately to the MCWS for treatment and disposal.

The septic tank size for the SS flows was evaluated based on the Uniform Plumbing Code, as follows:

Uniform Plumbing Code Method:

$$Volume = 1{,}125 + 0.75 \times Flow\ Rate$$

$$Volume = 1{,}125 + 0.75 \times 10{,}500\ gpd$$

$$Volume = 9{,}000\ gallons$$

The minimum 9,000 gallon septic tank volume is achieved by the use of the total 13,500 gallons of existing settling tank volume prior to treatment of SS flows at the MCWS. The excess volume increases retention time and should provide greater solids removal compared to the existing flow rate.

Pump Tank

The pump tank receives combined flow from the parallel (7,500 gal & 6,000 gal) settling tanks and grease interceptor (3,000 gal)/ settling tank trains, and conveys the flow to the MCWS aerated treatment pond. The pump station was sized to accommodate the higher design flows previously planned for the facility; therefore no changes are proposed to the existing pumps at this time.

Flow Measurement

Flow meters are currently installed in order to determine the CIA facility's total contribution to the MCWS. If necessary, the flowmeters will be calibrated, but no other changes to the flow measuring system are proposed at this time.

OTHER CONSIDERATIONS

ODOR CONTROL

There should be no noxious odors from a properly designed and operated treatment system. See Alternative Courses of Action for operation alternatives.

GROUNDWATER CONTAMINATION

The nearest water well to the SS treatment system will be a minimum of 100 feet. No disposal of wastewater effluent will occur within 100 feet of any existing wells.

PROTECTION

The grease interceptor and settling tanks will be protected to restrict access and potential damage to the system, including the use of locking covers for the settling tanks and bollards to prevent vehicle traffic above the underground tanks.

ALTERNATIVE COURSES OF ACTION

Should there be any unforeseen operational difficulties for the SS management system, the following additional courses of action would be available if necessary:

- Temporary pumping and truck transfer of wastewater to an approved treatment plant would be used as additional courses of action
- Additional stages of treatment to increase effluent quality.

ENCLOSURE A

WASTEWATER SYSTEM SCHEMATIC

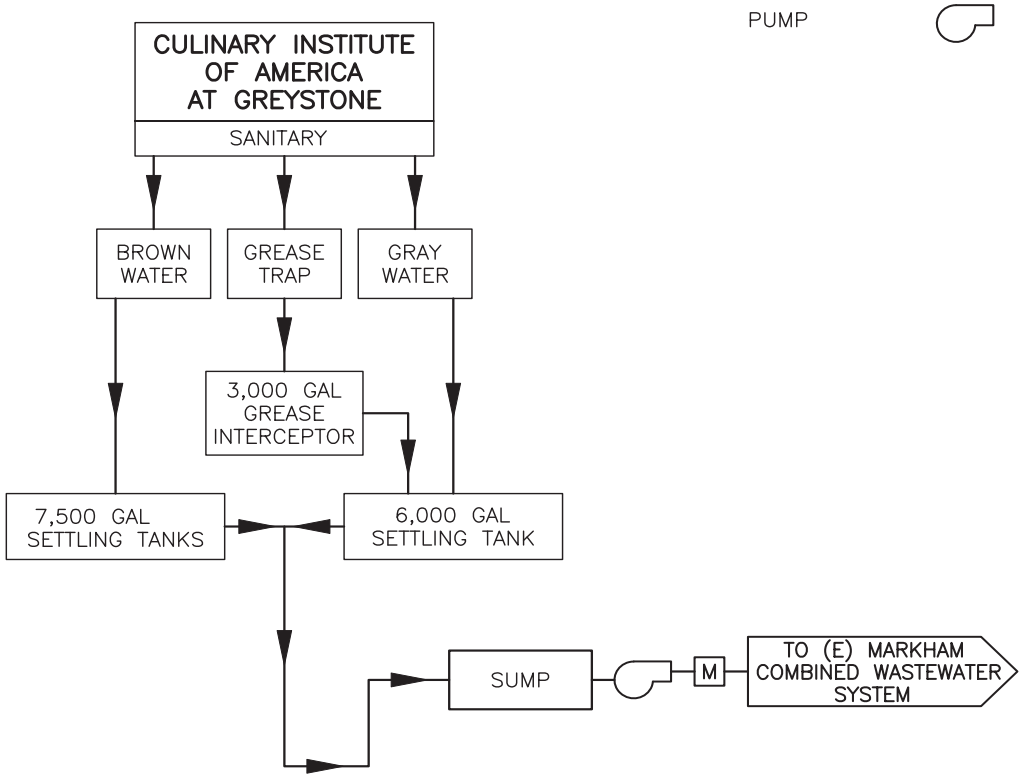
Agenda Item #5.2.

SUMMIT

MARKHAM WINERY
2812 ST. HELENA HWY
ST. HELENA, CA 94574
APN 022-200-008

COMBINED WASTEWATER SYSTEM SCHEMATIC

PROJECT NO. 2016039
DATE 2016-06-08
SHT NO 1 OF 1
BY JA CHK SW



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Summit Engineering, Inc
463 Aviation Blvd., Suite 200 • Santa Rosa, CA 95403 • 707-527-0775 • www.summit-sr.com

CIA – Greystone
Wastewater Feasibility Study
June 15, 2016

SUMMIT ENGINEERING, INC.
Project No. 2016039

Contact:
Jason Roberts
jason@summit-sr.com
(707) 527-0775

SUMMIT

SUMMIT ENGINEERING, INC.
463 Aviation Blvd., Suite 200
Santa Rosa, CA 95403
707 527-0775
sfo@summit-sr.com

Agenda Item #5.2.

Attachment 1

MWELO Landscape Documentation Package prepared
by Peter Wendt

DATE SUBMITTED: _____

APPROVED ☐ REJECTED ☐

APPROVED BY: _____

DATE: _____

MWELO
Landscape Documentation Package

Effective December 1, 2015 the California Department of Water Resources has updated the Model Water Efficient Landscape Ordinance (MWELO) to increase water efficiency standards for new and retrofitted landscapes. All forms are available online in an interactive PDF format: WEBSITE

APPLICATION

PROPERTY INFORMATION (REQUIRED)

Application Date	Are the owner and applicant the same?	Is the property located within the City Limits?	
	☒ Yes ☐ No	☐ Yes ☐ No ☐ Unsure	
Property Owner's Legal Name or Business Name	**Property Owner's Email**	**Owner's Phone Number**	
Culinary Institute of America	t_bensel@culinary.edu	707.967.2310	
Landscape Project Site Address	**City**	**State**	**Zip Code**
830 Pratt Ave	St. Helena	CA	94574

Have you previously submitted a Landscape Documentation Package for this site? ☐ Yes ☒ No

APPLICANT INFORMATION (REQUIRED)

Project Applicant Full Name or DBA	Phone	Tax ID # (if applicable)	
Tom Bensel	707.967.2310		
Email	**APN**		
t_bensel@culinary.edu	009-010-024		
Mailing Address	**City**	**State**	**Zip Code**
2555 Main Street	St. Helena	CA	94574

MWELO PROJECT CRITERIA (REQUIRED)

The State of California adopted new MWELO regulations on December 1, 2015 for full content please click here.

1. Does your project include **new** construction with a total landscape area greater than 500 square feet and does your project include **new** landscape construction requiring a building or landscape permit, plan check, or design review? ☒ Yes ☐ No
2. Does your project include rehabilitation of a landscape area greater than 2,500 square feet and does your project include rehabilitation of landscape requiring a building or landscape permit, plan check, or design review? ☒ Yes ☐ No
3. Is your project a registered a) local, state or federal historic site b) ecological restoration or mined land reclamation project or c) botanical garden or arboretum open to the public? ☐ Yes ☒ No

STOP

If you have answered **NO** to both question 1 & 2 above or **YES** to question 3 your project is likely exempt from MWELO criteria, and the remaining portion of this form may not need to be completed.

PROJECT DETAILS

What is the total landscaped area planned for your project? (LA)	32,905	Square Feet		
What is the total turf area planned for your project?		Square Feet		
What is the total plant area planned for your project?		Square Feet		
Type of project:	☒ Residential	☐ Commercial	☐ Other	
Type of project:	☐ Public	☒ Private	☐ Other	
Type of project:	☒ New	☒ Rehabilitation	☐ Other	
Who is the water supplier for the project site?	☒ City of St. Helena		☐ Other	
What is the water supply type for this project?	☒ Potable	☒ Well	☐ Recycled	☐ Other

LANDSCAPE DOCUMENTATION PACKAGE CHECKLIST

The following forms and documents are required to for MWELO approval:	STAFF USE ONLY
Design/Review Phase of Project	
☐ City of St. Helena MWELO Application (this form)	☐ Submitted _____ ☐ Complete
☐ Water Efficient Landscape Worksheet (Appendix B of MWELO)	☐ Submitted _____ ☐ Complete
☐ Soil Analysis Report (Soil Management Report) (Section 492.5)	☐ Submitted _____ ☐ Complete
☐ Landscape Design Plan (Section 492.6)	☐ Submitted _____ ☐ Complete
☐ Irrigation Design Plan (Section 492.7)	☐ Submitted _____ ☐ Complete
☐ Grading Design Plan (Section 492.8)	☐ Submitted _____ ☐ Complete
☐ Plant List with Water Use	☐ Submitted _____ ☐ Complete
Inspection/Certification Phase of Project	
☐ Certificate of Completion (Appendix C of MWELO)	☐ Submitted _____ ☐ Complete
☐ Irrigation schedule (Section 492.10)	☐ Submitted _____ ☐ Complete
☐ Landscape and irrigation maintenance schedule (Section 492.11)	☐ Submitted _____ ☐ Complete
☐ Landscape irrigation audit report (Section 492.12)	☐ Submitted _____ ☐ Complete

STAFF USE ONLY			
Has the applicant met all MWELO requirement for design/review?	☐ Yes	☐ No	Date _____
Has the applicant met all MWELO requirement for building/inspections?	☐ Yes	☐ No	Date _____
Has the certificate of completion been issued?	☐ Yes	☐ No	Date _____

PROPERTY OWNER/DESIGNEE

By typing or signing my name below I certify that the information provided in this application and all additional documentation is, to the best of my knowledge, accurate and complete. I understand that any changes to the planned project will require an additional application. Additionally, I understand in order to proceed with my project I must receive approval of this form or notification of exemption and all additional documentation from the City of St. Helena. I agree to stay within the water budget (Maximum Applied Water Allowance) calculated on attached forms when irrigating this project landscape.

Property Owner or Authorized Designee's Signature	Print Name	Date

SUMMARY OF MWELO PROCEDURES AND INSTRUCTIONS

1. Building permit/design review applicants download *Landscape Documentation Package* from website.
2. Applicant submits the *Landscape Documentation Package* to the Planning and Building Department included with their building permit/design review application.
3. The Planning and Building Department sends a copy of the *Landscape Documentation Package* to Public Works to review for MWELO conformance. Staff provides comments and requests clarification where applicable.
4. Applicant makes revisions or modification to project and *Landscape Documentation Package* as required for MWELO compliance, Public Works deems the Package complete and advises the Planning and Building Department.
5. The Planning and Building Department issues the building permit or grants design review approval.
6. Upon project completion, the applicant submits a signed Certificate of Completion to Public Works along with:
    a. Irrigation schedule
    b. Landscape and irrigation maintenance schedule
    c. Landscape irrigation audit report
7. The City may conduct a site inspection and accepts or denies the Certificate of Completion based on information provided by applicant.
8. When Certificate of Completion is accepted, the Public Works notifies the Planning and Building Department that the project has complied with its MWELO requirements.

PLEASE SUBMIT PACKETS TO:	QUESTIONS?
Planning and Building Department included with building permit/design review application	Email: water@cityofsthelena.org Website: www.cityofsthelena.org/water Phone: 707-968-2745

City of St. Helena
Water Efficient Landscape Worksheets

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Attachments:

Soil management or Analysis Report	Section 492.5
Irrigation Scheduling	Section 492.10
Schedule of Landscape and Irrigation maintenance	Section 492.11
Landscape Irrigation Audit Report	Section 492.12

Definitions:

	Plant List	Plant List should include the common or scientific name of the plant **and the expected water use** as identified by the following source, or other sources allowed by law. http://ucanr.edu/sites/WUCOLS/Plant_Search/
ETo = 44.1	Reference Evapotranspiration	The annual evapotranspiration for the St. Helena area is 44.1 as defined by the State Department of Resources
HA	Hydrozone Area /Planting Description	The landscaped area having plants with similar water needs and rooting depth, a hydrozone may be irrigated or non-irrigated. Divided into four categories: High Water Use Plants (HW), Moderate Water Use Plants (MW), Low Water Use Plants (LW), Very Low Water Use Plants (VLW)
LA	Landscape Area	The hydrozone area in square feet
PF	Plant Factor (plant water use factor)	A factor, when multiplied by ETo, estimates the amount of water needed by plants. The plant factor ranges, and plant factors are determined by the Department of Water Resources 2000 publication "Water Use Classification of Landscape Species". The City of St. Helena will assume the high number for each range for plant type. Divided into four categories: HW = 0.9, MW = 0.6, LW = 0.3 and VLW = 0.1
IM	Irrigation Method	The type of irrigation to be used in a hydrozone use, divided into three categories: overhead spray, drip or non-irrigated
IE	Irrigation Efficiency	The measurement of the amount of water beneficially used divided by the amount of water applied, 0.75 for overhead spray devices and 0.81 for drip systems
ETAF	Estimate Total Adjustment Factor	A factor of the Plant Factor divided by the Irrigation Efficiency (PF/IE) Regular landscape areas must be of 0.55 or below for residential and 0.45 or below for non-residential areas, when applied to ETo adjusts for plant factor and irrigation efficiency
SLA	Special Landscape Area	An area of the landscape dedicated solely to edible plants, recreational area, areas irrigated with recycled water or water features using recycled water
ETWU	Estimated Total Water Use	The estimated water use (in gallons per year) that the project would use for the landscape based on plant selection and irrigation efficiency. Where .62 is a conversion factor that converts acre inches per acre per year to gallon per square foot per year. ETo x .62 x ETAF x LA = ETWU (gallons per year)
	Planting Description	Provide details on the location of the area, reference plans or common names. *i.e.* Front Lawn, back north east of property
MAWA	Maximum Applied Water Allowance	The upper limit of the annual applied water for the established landscaped area. The ETWU should not exceed the MAWA. (ETo) (0.62) [(ETAF x LA) + ((1) x SLA)] = MAWA

City of St. Helena Water Efficient Landscape Worksheets

Section A: HYDROZONE INFORMATION TABLE

Please complete the hydrozone table(s) for each hydrozone. Use as many tables as necessary to provide the information for each landscape area per hydrozone. If you have more than ten hydrozones, please attach additional page(s) with your application as necessary to complete hydrozone information for all portions of your project and calculation of your project's Estimated Total Water Use (ETWU).

1. The plant factor used shall be from sources identified above or other sources allowed by law
2. Individual hydrozones that mix plants of moderate and low water use shall use the higher water using plant factor
3. Use 44.1 as the ETo for the City of St. Helena
4. *ETAF must be below .55 for residential and below .45 for non-residential

Regular Landscape Areas

Hydrozone Area	Planting Description	Plant Factor	Irrigation Method	Irrigation Efficiency	Estimate Total Adjustment Factor			Estimated Total Water Use
HA	**Planting Description**	**PF**	**IM**	**IE**	**ETAF*** (PF/IE) = ETAF	**Landscape Area (LA) (sq. ft.)**	**ETAF x Area**	**ETWU (gallons per year)** ETo x .62 x ETAF x LA = ETWU
e.g. VLW	*Northeast Corner*	*.1*	*Drip*	*.81*	*(.1/.81) = .12*	*650*	*(.12x650)=78*	*(44.1)(.62)(78)(650)=1,386,239*
H1	N. END PARKING	.3	DRIP	.81	.243	1650	401	10,964
H2	N. PKG ISLANDS	.3	DRIP	.81	.243	1510	353	9,661
H3	W. END VYD. LG.	.3	DRIP	.81	.243	1440	350	9,570
H4	N. SIDE VYD. LG.	.3	DRIP	.81	.243	1200	292	7,984
H5	E. END VYD. LG.	.3	DRIP	.81	.243	1855	451	12,331
H6	N. SIDES A & D	.3	DRIP	.81	.243	1495	363	9,925
H7	S. END BLDG. A	.3	DRIP	.81	.243	1365	332	9,078
H8	S. SIDES A & D	.3	DRIP	.81	.243	1545	375	10,253
H9	COURTYARD N.	.7	O/H SPRAY	.81	.567	990	561	15,339
H10	COURTYARD S.	.7	O/H SPRAY	.81	.567	1100	624	17,061
H11	W. SIDE BLDG. B	.3	DRIP	.81	.243	1375	334	9,132
H12	CTYD. / BLDG. C	.3	DRIP	.81	.243	1740	423	11,566
H13	W. END BLDG. C	.3	DRIP	.81	.243	1430	347	9,488
H14	SW BLDG. C	.3	DRIP	.81	.243	1390	338	9,242
H15	SE BLDG. C	.3	DRIP	.81	.243	1395	339	9,269
H16	NE BLDG. B	.3	DRIP	.81	.243	1740	423	11,566
CONT'D NEXT PAGE								
					SUBTOTALS	**C**	**D**	**F**

City of St. Helena Water Efficient Landscape Worksheets

Section A: HYDROZONE INFORMATION TABLE

Please complete the hydrozone table(s) for each hydrozone. Use as many tables as necessary to provide the information for each landscape area per hydrozone. If you have more than ten hydrozones, please attach additional page(s) with your application as necessary to complete hydrozone information for all portions of your project and calculation of your project's Estimated Total Water Use (ETWU).

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Regular Landscape Areas

Hydrozone Area	Planting Description	Plant Factor	Irrigation Method	Irrigation Efficiency	Estimate Total Adjustment Factor			Estimated Total Water Use
HA	Planting Description	PF	IM	IE	ETAF* (PF/IE) = ETAF	Landscape Area (LA) (sq. ft.)	ETAF x Area	ETWU (gallons per year) ETo x .62 x ETAF x LA = ETWU
e.g. VLW	*Northeast Corner*	*.1*	*Drip*	*.81*	*(.1/.81) = .12*	*650*	*(.12x650)=78*	*(44.1)(.62)(78)(650)=1,386,239*
H17	SE BLDG. B	.3	DRIP	.81	.243	1695	412	11,265
H18	S END BLDG. B	.3	DRIP	.81	.243	1730	420	11,484
H19	E SIDE TREES	.3	DRIP	.81	.243	200	49	1,340
H20	CTYD. TREES	.3	DRIP	.81	.243	200	49	1,340
H21	E VYD. LODGE	.3	DRIP	.81	.243	1945	473	12,933
H22	S VYD. LODGE	.3	DRIP	.81	.243	1720	418	11,429
H23	TRASH ENCL.	.3	DRIP	.81	.243	1995	485	13,261
H24	MTR. CT. TREES	.3	DRIP	.81	.243	200	49	1,340
				TOTALS		A 32,905	B 8,661	E 236,821

Special Landscape Areas

						Special Landscape Area (SLA) (sq. ft.)		
		N/A	N/A	N/A	1			
		N/A	N/A	N/A	1			
		N/A	N/A	N/A	1			
		N/A	N/A	N/A	1			
		N/A	N/A	N/A	1			
				SUBTOTALS		C 0	D 0	F 0

Section B: Calculations

Use the subtotal calculations from Section A to complete the following:

1. What is the Average ETAF for regular landscape area of your project? (B÷A) = Average ETAF	.26	Ave ETAF
2. What is the sitewide ETAF for your project? (B+D)÷(A+C)= sitewide ETAF	.26	Site ETAF
3. What is the MAWA (Maximum Applied Water Allowance) for your project? (44.1) (.62) (B + D) = MAWA	236,809	MAWA
4. What is the ETWU total for your project? (E+F) = Total ETWU	236,821	ETWU

If you feel this does worksheet does not reflect the annual Maximum Applied Water Allowance (MAWA) for your project, please explain in the box below.

Thank you for completing your Water Efficient Landscape Worksheet!

Please remember your Landscape Documentation Package **IS NOT COMPLETE** until all of the necessary attachments have been received (see top of page 3). After you submit your application to the City of St. Helena for review and approval, and the irrigation and landscape is installed, a **Certificate of Completion** is required to verify compliance with the ordinance.

City of St. Helena
Certificate of Completion

PROPERTY INFORMATION				
Date	Project Name	Has the Landscape Documentation Package for this site been completed? ☐ Yes ☐ No		
Property Owner's Legal Name or Business Name	Property Owner's Email	Owner's Phone Number		
Landscape Project Site Address	City	State	Zip Code	

APPLICANT INFORMATION			
Project Applicant Full Name or DBA	Phone	Tax ID # (if applicable)	
Email	APN		
Mailing Address	City	State	Zip Code

PROPERTY OWNER

By typing or signing my name below I/we certify that I/we have received copies of all the documents within the Landscape Documentation Package and the Certificate of Completion and that it is our responsibility to see that the project is maintained in accordance with the Landscape and Irrigation Maintenance Schedule.

Property Owner or Authorized Designee's Signature	Print Name	Date

PROPERTY OWNER QUESTIONAIRE	
1. Date the Landscape Documentation Package was submitted to the City of St. Helena:	
2. Date the Landscape Documentation Package was approved by the City of St. Helena:	
3. Date that a copy of the Water Efficient Landscape Worksheet (including the Water Budget Calculation) was submitted to the City of St. Helena:	

CERTIFICATION OF INSTALLATON			
Name**	Phone		
Company	Title		
Email	License No. or Certification No.		
Mailing Address	City	State	Zip Code

By typing or signing my name below I/we certify that based upon periodic site observations, the work has been completed in accordance with the ordinance wan that the landscape planting and irrigation installation conforms with the criteria and specification of the approved Landscape Documentation Package.

Property Owner or Authorized Designee's Signature	Print Name	Date

** Signer of the Landscape design plan, signer of the irrigation plan or a licensed landscaper contractor.

REQUIRED ATTACHMENTS
☐ IRRIGATION SCHEDULING (per ordinance Section 492.10)
☐ SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE (per ordinance Section 492.11)
☐ LANDSCAPE IRRIGATION AUDIT REPORT (per ordinance Section 492.12)
☐ SOIL MANAGEMENT or ANALYSIS REPORT (per ordinance Section 492.6)

KLEINFELDER

PHASE I ENVIRONMENTAL SITE ASSESSMENT APN 009-010-024 830 PRATT AVENUE ST. HELENA, CALIFORNIA

December 15, 2003

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A Report Prepared for:

Ms. Lynn Sletto
Meibeyer Law Group
1236 Spring Street
St. Helena, CA 94574

PHASE I ENVIRONMENTAL SITE ASSESSMENT
APN 009-010-024
830 PRATT AVENUE
ST. HELENA, CALIFORNIA

Kleinfelder Job No: 38603
December 15, 2003

Jennifer Gomez
Project Manager

Bradley G. Erskine, Ph.D., RG, CEG, CHG, REA
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- Aerial Photograph(s)
- Sanborn Map Review
- City Directories

C EDR report

D Application for Authorization to Use

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1. SUMMARY

A Phase I Environmental Site Assessment (ESA) was conducted for property located at 830 Pratt Avenue in St. Helena, California (Plate 1). The parcel is hereafter referred to as the "subject site".

The subject site consists of a convalescent hospital. There are two structures located on site. There is no evidence of prior use or disposal of hazardous materials was found during the investigation.

Kleinfelder's Phase I ESA of the subject site revealed no Recognized Environmental Conditions at the site.

These conclusions and a summary of our findings are discussed in greater detail in Chapter 7. This report is subject to the limitations explained in Chapter 8.

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2. INTRODUCTION

Meibeyer Law Group retained Kleinfelder to conduct a Phase I ESA of the property located at 830 Pratt Avenue in St. Helena, California; referred to herein as the "site." The purpose of this assessment is to assist the client in evaluating Recognized Environmental Conditions regarding known or suspected releases of hazardous substances on or near the subject site. A Recognized Environmental Condition is defined by the American Society of Testing and Materials (ASTM) *Standard Practice for Phase I Environmental Site Assessments, Phase I Environmental Site Assessment Process* (E1527-00), as "the presence or likely presence of hazardous substances or petroleum products under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property." Kleinfelder performed this Phase I ESA in accordance with the scope and limitations of the ASTM standard and our authorized proposal and contract 41-YP3-813 dated November 21, 2003.

2.1 REPORT FORMAT

The following sections describe Kleinfelder's work scope:

- Section 3, **Site Setting,** is a compilation of information concerning the site's location, physical setting, and geologic and hydrogeologic conditions.
- Section 4, **History of the Site,** summarizes the history of land use at the site and on adjoining properties. The history was developed by conducting interviews, reviewing information provided to Kleinfelder by the client and by consulting various resources such as aerial photographs, agency files, and historic maps.
- Section 5, **Records Review,** is a compilation of Kleinfelder's review of several databases available from the Federal, State, and local regulatory agencies regarding hazardous substance use, storage, or disposal at the subject site; and for off-site facilities up to a one-mile radius around the site. This chapter includes interviews with the owner.
- Section 6, **Site Reconnaissance,** describes Kleinfelder's site observations during the site reconnaissance and observations of adjacent parcels.
- Section 7, **Findings and Conclusions,** is a presentation of our findings and conclusions regarding the information in Chapters 3 through 6; and presents our opinion regarding the presence of Recognized Environmental Conditions of concern at the site.
- Section 8 presents our **Limitations**.

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3. SITE SETTING

This section describes the condition of the site at the time the Phase I ESA was conducted and provides information about local geologic conditions that can affect the migration of contaminants in soil and groundwater.

3.1 SITE DESCRIPTION

The site is located at 830 Pratt Avenue in St. Helena, California (Plate 1). The subject site consists of a convalescent hospital (Marlina Convalescent Hospital). There is one main hospital building and one out building on site which is used for laundry and storage. The topography in the area is flat.

Surrounding land use consists of vineyards and residential properties.

The information presented in Table 3.1 describes the physical location of the subject site. This information was obtained from maps, public records, and interviews.

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TABLE 3.1: SITE SETTING

DESIGNATION	DESCRIPTION
Address	830 Pratt Avenue St. Helena, CA
Location	East of Highway 29, north side of Pratt Avenue.
Township & Range	Township 8 North, Range 6 West (This area is not sectioned), Mount Diablo Baseline and Meridian.
Assessor's Parcel Number	009-010-024
Approximate Acreage	2.61 acres
Current Use	Marlina Convalescent Hosipital
Potable Water Supply	City of St. Helena
Waste Water System	City of St. Helena
USGS TOPOGRAPHIC QUADRANGLE St. Helena, California 7.5 Minute Series. 1960, photorevised 1993	The site is mapped on the St. Helena, California 7.5 Minute Series Quadrangle with an average elevation of 260 feet above sea level. The subject site is shown as two structures. The remaining poritons of the site are vacant.
MUNGER MAP (ftp://ftp.consrv.ca.gov/pub/oil/maps/Dist6/W6-4/MapW6-4.pdf)	No oil and gas wells or plugged and abandoned dry holes were depicted on site.

3.2 SITE SOILS

According to the Soil Survey of Napa County soils at the site are mapped as Brentwood clay loam.

The soil consists of slopes from 0 to 5 percent. Permeability is moderately slow and the soil is well drained.

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3.3 REGIONAL AND LOCAL GEOLOGY

3.3.1 Regional Geology

The site lies within the Coast Range Geologic Province of California. This province is characterized by northwest trending mountain ranges and intervening valleys, which are a reflection of the dominant northwest structural trend in bedrock of the region. The basement rock in the northwest portion of this province is dominantly highly deformed sedimentary, metamorphic and volcanic rock of the Franciscan Complex of Upper Jurassic to Cretaceous Age.

3.3.2 Local Geology

In the site vicinity, quaternary alluvial deposits have overlain this area locally (USGS, Santa Rosa Quadrangle, 1992).

3.4 GROUNDWATER

There are no published maps or data reports for groundwater flow direction in this area. General groundwater depth and direction may be influenced by local pumping, rainfall, and irrigation patterns. Evaluation of such factors is beyond the scope of this assessment.

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4. HISTORY OF THE SITE

The history of the site was researched to identify obvious uses of the site from the present to first developed use or back to 1940, whichever is earlier. The objective was to evaluate the likelihood that past uses resulted in Recognized Environmental Conditions. Table 4.1 summarizes the information reviewed during this assessment. Kleinfelder used this information to establish the site history.

TABLE 4.1: HISTORICAL INFORMATION REVIEWED

HISTORICAL SOURCE	YEARS REVIEWED	AVAILABILITY
Aerial Photographs	1957, 1965, 1968, 1975, 1981, 1988, 1993, 1995, 1997 and 2000.	Pacific Aerials, Oakland, CA and Environmental Data Resources, Inc.
Topographic Maps	1945, 1960, 1980, and 1993.	Environmental Data Resources, Inc.
Sanborn Fire Insurance Maps	No Coverage.	Environmental Data Resources, Inc.
City Directories	Polk: 1961, 1965, 1970 and 1975. Haines: 1980, 1985, 1990, 1995, 1999 and 2003.	Environmental Data Resources, Inc.
Interview(s)	2003	Mr. Matt Demchuck, administrator

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4.1 AERIAL PHOTOGRAPHS

1957

A single-family residence and an outbuilding are located on site. The remaining portions of the site are vineyards. The surrounding land use is rural residential and agricultural (vineyards). Railroad tracks are located adjacent to the west border.

1965

A single family residence and two large outbuildings are located on site. The remaining portions of the site are vineyards. The surrounding land use is rural residential and agricultural. The railroad tracks are present.

1968

There are two structures located on site. The structures appear to be the present day convalescent hospital and an outbuilding. The remaining portions of the site are vacant. The surrounding land use is vacant fields and rural residential properties. The railroad tracks are present.

1975 and 1981

The convalescent hospital and outbuilding are shown on site. The remaining portions of the site are vacant. A cleared dirt area is located along the south border of the site. This area appears to be cleared for the future parking lot development. The surrounding land use are vacant fields and rural residential. Waste water ponds are located adjacent to the north corner of the subject site. The railroad tracks are present.

1988 and 1993

The subject site is shown as the convalescent hospital and outbuilding. A paved parking lot is located to the east of the hospital. The northern one-half of the site is vacant. The surrounding land use is agricultural, waste water ponds, rural residential and railroad tracks.

1995, 1997 and 2000

The 1995, 1997 and 2000 aerial photographs are essentially unchanged from the 1988 and 1993 photographs, however, a mound is located in the north corner of the subject site.

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4.2 HISTORICAL TOPOGRAPHIC MAPS

St. Helena, 15 Minute Series, 1902, 1 inch = 5,208 feet
There is a single structure located on site. The remaining portions of the site are vacant.

St. Helena, 15 Minute Series, 1960, 1 inch = 5,208 feet
There are two structures located on site. The remaining portions of the site are shown as vineyards.

St. Helena, 7.5 Minute Series, 1960, 1 inch = 2,000 feet
There are two structures located on site. The remaining portions of the site are shown as vineyards.

St. Helena, 7.5 Minute Series, 1960 photorevised 1980, 1 inch = 2,000 feet
There are two structures located on site. The remaining portions of the site are shown as vineyards.

St. Helena, 7.5 Minute Series, 1960 photorevised 1993, 1 inch = 2,000 feet
There are two structures on site. The remaining portions of the site are shown as vacant.

4.3 CITY DIRECTORIES

Polk City Directory does not have the street or site addresses listed in the 1961 through 1975 directories. The Haines Criss Cross Directory does list the site as a residence from 1980 to 1995 and the Marlina Convalescent Hospital from 1999 to 2003.

4.4 INTERVIEWS

Mr. Matt Demchuck, administrator for convalescent hospital
Mr. Demchuck has been the administrator on site for approximately 8 years. He stated that the hospital was built in two phases in the 1960's. Mr. Demchuck has been the administrator on site for approximately 8 years. A generator with a diesel backup is located to the east of the building. The associated oil is replaced every few years and disposed of properly. Mr. Demchuck stated that oxygen tanks are stored on site. These tanks are on permit with the county. Mr. Demchuck

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stated that the asphalt, concrete, and soil pile in the north end of the property originated from the landscape work conducted on the south border of the site. The subject site has three septic tanks on site, two large tanks and one small tank. The site is presently connected to city sewer and the tanks are no longer used. The site is also connected to the city water system. There are no wells located on site. There are no hazardous materials stored on site.

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5. RECORDS REVIEW

5.1 REGULATORY AGENCY DATABASE REVIEW

The purpose of the records review is to obtain and review records that would help to reveal Recognized Environmental Conditions at or in the area around site.

Federal, State and local regulatory agencies publish databases or "lists" of businesses and properties that handle hazardous materials or waste, or are known locations of a release of hazardous substances. These databases are available for review or purchase at the regulatory agencies, or they can be obtained through a commercial database service. Kleinfelder contracted with a commercial database service, Environmental Data Resources, Inc., to review the agency lists for references to the site and any listings within the appropriate ASTM minimum search distance from the site. The executive summary and maps from the database search report are included in Appendix A, Regulatory Agency Database Summary. The Federal and State databases reviewed are summarized on Table 5.1.

TABLE 5.1: RECORDS REVIEWED/SEARCH DISTANCES

LIST	SEARCH RADIUS	FINDINGS
FEDERAL		
NPL	1 - mile	None Listed.
CERCLIS	½ - mile	None Listed.
CORRACTS	1 - mile	None Listed.
RCRIS-TSD	½ - mile	None Listed.
RCRIS-GEN	¼ - mile	None Listed.
ERNS	Target Property	None Listed.
STATE		
BEP, AWP	1 – mile	None Listed.
CAL-SITES	1 – mile	None Listed.
CORTESE	1 – mile	3 Listed.
LUST	½ – mile	3 Listed.
UST	½- mile	None Listed.
SLIC	½ – mile	None Listed.
SWIS	¾ – mile	None Listed.

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A summary of facilities listed in the databases is presented in the executive summary of the EDR report, and each facility is cross-referenced with a radius map showing the location of the listed facility with respect to the subject property. Kleinfelder conducted a review of the EDR report to assess which listings have a significant potential to impact the subject property. Factors used to screen the listed properties include distance to the site, geology, presumed or known direction of groundwater flow, type and magnitude of hazardous material release, and nature of sensitive receptors. Those considered to have a significant potential to impact the site were then subjected to a file review at appropriate regulatory agencies. Based on the review of the EDR report, there are no on site or adjacent facilities which may have a potential to impact the subject property. A copy of the EDR report is included in Appendix C of this report.

The database report shows that:

- The subject site not listed in the databases referenced above.
- Three Leaking Underground Storage Tank (LUST) sites are located within ½ mile of the subject site (these sites are also listed on the CORTESE database).
  1. Beringer Vineyards (200 Main Street) – This facility is approximately 1,600 feet southwest of the subject site. This facility was impacted by miscellaneous motor vehicle fuels. The county closed the case on June 27, 1997. Due to the closed status of this facility, it is Kleinfelder's opinion that this facility does not pose an adverse impact to the subject site.
  2. Abruzzini Property (1030 Fulton Lane) – This facility is located approximately 2,000 feet southeast of the subject site. The soil at this facility was impacted by gasoline. The county closed the case on May 15, 1992. Due to the closed status of this facility, it is Kleinfelder's opinion that this facility does not pose an adverse impact to the subject site.
  3. Helen Paschich Estate (1078 Fulton Avenue) – This facility is located approximately 2,100 feet southeast of the subject site. The soil at this facility was impacted by miscellaneous motor vehicle fuels. The county closed the case on December 10, 1992. Due to the closed status of this facility, it is Kleinfelder's opinion that this facility does not pose an adverse impact to the subject site.

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5.2 REGULATORY AGENCY CONTACTS

Local and state regulatory agencies were contacted for reasonably ascertainable and practically reviewable information regarding Recognized Environmental Conditions present at or adjacent to the site. The information was obtained by interviewing agency representatives or reviewing local agency records.

TABLE 5.2: AGENCY CONTACTS SUMMARY

AGENCY	TYPE OF INFORMATION AND RESULTS
Napa County Department of Environmental Management (NCDEM)	Kleinfelder did contact NCDEM, for the following properties: the subject site (830 Pratt Avenue) and the adjacent property to the west (1000 Pratt Avenue). According to Ms. Pam Johnston of NCDEM the only file available was for 1000 Pratt Avenue facility. A gas cylinder leaked in April of 1991 and no further action was required for this incident. In addition, Kleinfelder reviewed the waste water pond file for the 1000 Pratt Avenue facility. This property is owner by Beringer Winery. The ponds adjacent to the subject site are aerated treatment ponds. There was no additional information concerning the ponds within the file.
Napa County Agricultural Commissioner's Office (NCACO)	According to the agricultural commissioner's office, pesticide and herbicide reports are kept on file for approximately 2 years by the agricultural commissioner's office. Due to the subject site not being used for agricultural purposes in the past 2 years, information was not requested for this site.
California State Fire Marshal Pipeline Safety Office (CSFMPO)	Kleinfelder contacted the CSFM via fax. A response from the CSFM was not made available to Kleinfelder before the production of this report. If the information obtained changes the conclusions given within this report an addendum will be issued.
State of California, Department of Conservation, Division of Oil and Gas	No oil or gas wells are depicted on or adjacent to the subject site.

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6. SITE RECONNAISSANCE

Kleinfelder representative, Jennifer Gomez, conducted a site reconnaissance on December 5, 2003, to assess and photograph present site conditions. The approximate parcel and site boundaries are shown on Plate 2 and color photographs of the site are shown on Plate 3. The 2000 aerial photograph of the subject site in shown on Plate 4. Site conditions discussed below are limited to readily apparent environmental conditions observed on the date of site reconnaissance.

6.1 ON-SITE OBSERVATIONS

The subject site consists primarily of a convalescent hospital. Kleinfelder did not access the occupied areas within the hospital. Kleinfelder did observe the oxygen tank storage area. An outbuilding is located to the north of the main hospital building. The outbuilding is used for storage and laundry activities. Located within the storage portion of the outbuilding are autoparts stored on shelves and other miscellaneous items (i.e. tools, ladders, etc.). The area adjacent to the outbuilding has storage of hospital supplies, linen storage bins, wood pallets, and a boat. There does not appear to be evidence of hazardous material storage in this area. A paved parking lot is located to the east of the main hospital building and the northern one-half portion of the subject site consists of a vacant grass field. A mound containing asphalt, concrete, unearthed trees/shrubs and soil is located in the north corner of the subject site. The mound appears to have originated from the subject site. Two propane tanks are located on the west side of the paved parking lot. In addition, a generator is located in this area. A small amount of oil staining was observed near the generator, which is housed on a concrete walkway.

Site observations are tabulated in Table 6.1.

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TABLE 6.1: SITE OBSERVATIONS

General Observations	Remarks	Observed	Not Observed
Hazardous chemical and petroleum products in connection with known use.			X
Fill dirt from an unknown source.			X
Aboveground storage tanks (ASTs)	There are two propane tanks located on site.	X	
Underground storage tanks (USTs)			X
Odors			X
Pools of Liquid			X
Drums			X
Hazardous chemical and petroleum products in connection with unknown use.			X
Unidentified substance containers			X

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TABLE 6.1 (CONTINUED)
SITE OBSERVATIONS

Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		Observed	Not Observed
Chemical storage or agricultural chemical mixing areas			X
Asbestos, and lead based paints	Due to the age of the structures asbestos and/or lead based paints may be present on site.		X
Polychlorinated biphenyls (PCBs)			X
Pits, Ponds, or Lagoons			X
Stained soil or pavement	A small amount of oil staining was present near the generator.	X	
Stressed vegetation			X
Hazardous Waste Storage			X
Solid Waste			X
Waste Water			X
Process waste water			X
Wells			X
Dry wells			X

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TABLE 6.1 (CONTINUED)
SITE OBSERVATIONS

Interior and exterior observations or environmental conditions that may involve the use, storage, disposal or generation of hazardous substances or petroleum products.		Observed	Not Observed
Surface water			X
Storm basins/catch			X
Storm drains			X
Drains and sumps			X
Septic system	There are three septic tanks located on site. The exact location of the tanks are unknown. These tanks are not being used presently.		X
Loading and unloading areas			X
Burned or buried debris			X

6.2 OFF-SITE OBSERVATIONS

Kleinfelder conducted a brief drive-by survey of the parcels adjacent to the site on the same day as the site reconnaissance. A summary of the off-site properties is summarized in the following table:

TABLE 6.2
SURROUNDING PROPERTIES

North	Waste water ponds, railroad tracks, and vineyards.
South	Pratt Avenue, beyond which is a rural residence.
East	A dirt drive path, beyond which is a vineyard and waste water ponds.
West	Railroad tracks beyond which is a vineyard.

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7. CONCLUSIONS

Kleinfelder performed this Phase I ESA in accordance with the scope and limitations of ASTM Practice E1527-00. The purpose of this assessment was to evaluate the likelihood of Recognizable Environmental Conditions resulting from the present or past usage, storage, or disposal of hazardous substances or petroleum hydrocarbons at the subject site and in the surrounding area. Kleinfelder's findings and conclusions are presented below.

7.1 FINDINGS

Kleinfelder's Phase I ESA of the subject site revealed no Recognized Environmental Conditions at the site.

7.2 OTHER ISSUES

There are six issues of environmental concern for the subject site.

- A small amount of oil staining was observed on the pavement near the generator and on the concrete floor of the storage outbuilding. The oil staining appears to meet the definition of a "*de minimus*" condition under ASTM.
- Three septic systems are located on site. The exact location is unknown. These tanks are not presently used due to the fact that the site is connected to the city sewer system. The tanks should be properly abandoned in accordance with applicable regulations.
- Railroad tracks are located adjacent to the subject site. Various pesticides, herbicides, or waste oil may have been used for weed control along the railroad tracks. If desired, soil sampling can be conducted to verify whether or not contamination is present.
- Waste water ponds are located adjacent to the northeast of the subject site. Kleinfelder was not able to reasonable ascertain specific information concerning these ponds. It is Kleinfelder's experience that waste water ponds associated with the large wineries are permitted and are monitored regularly; however, regulatory compliance was beyond the scope of this assessment.
- Kleinfelder did not receive a response concerning pipelines within the area from the CSFM office prior to the production of this report. If the information obtained by Kleinfelder changes the conclusions given within this report an addendum will be issued.

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- The 1957 and 1965 aerial photographs of the site show a single-family residence and out buildings. Information was not readily available due to the age of the structure. It is unknown if subsurface structures (i.e. septic tank, water well, underground storage tank) are present.

7.3 CONCLUSIONS

Kleinfelder's assessment of the site revealed no Recognized Environmental Conditions related to the subject site.

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8. LIMITATIONS

Phase I ESAs are non-comprehensive by nature and are unlikely to identify all environmental problems or eliminate all risk. The attached report is a qualitative assessment. Kleinfelder offers a range of investigative and engineering services to suit the needs of our clients, including more quantitative investigations. Although risk can never be eliminated, more detailed and extensive investigations yield more information, which may help you understand and better manage your risks. Since such detailed services involve greater expense, we ask our clients to participate in identifying the level of service that will provide them with an acceptable level of risk. Please contact the signatories of this report if you would like to discuss this issue of risk further.

The scope of work on this project was presented in our proposal 41-YP3-813 dated November 21, 2003, and subsequently approved by Ms. Lynn Sletto of Meibeyer Law Group. Please be aware our scope of work was limited to those items specifically identified in the proposal. Environmental issues not specifically addressed in the proposal or this report were beyond the scope of our work and not included in our evaluations.

Kleinfelder performed this environmental site assessment in general accordance with the guidelines set forth in the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Designation E-1527-00). No warranty, either expressed or implied is made.

Land use, site conditions (both on-site and off-site) and other factors will change over time. Since site activities and regulations beyond our control could change at any time after the completion of this report; our observations, findings and opinions can be considered valid only as of the date of the site visit. This report should not be relied upon after 180 days from the date of its issuance (ASTM Standard E-1527-00, Section 4.5).

Any party other than the client who would like to use this report shall notify Kleinfelder of such intended use by executing the "Application for Authorization to Use" contained in Appendix D of this document. Based on the intended use of the report, Kleinfelder may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by the client or anyone else will release Kleinfelder from any liability resulting from the use of this report by any unauthorized party.

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9. REFERENCES

1. Environmental Data Resources, 830 Pratt Avenue, St. Helena, CA.
2. Environmental Data Resources, Sanborn Map Report, 830 Pratt Avenue, St. Helena, CA.
3. ftp://ftp.consrv.ca.gov/pub/oil/maps/Dist6/W6-4/MapW6-4.pdf
4. Regional Geologic Map Series, Santa Rosa Quadrangle, 1992; (Scale: 1 inch = 12 miles).
5. Topographic Map, St. Helena, 1960, photorevised 1993 (1 inch = 2,000 feet).
6. Soil Survey of Napa County, California, United States Department of Agriculture, Soil Conservation Service publication.

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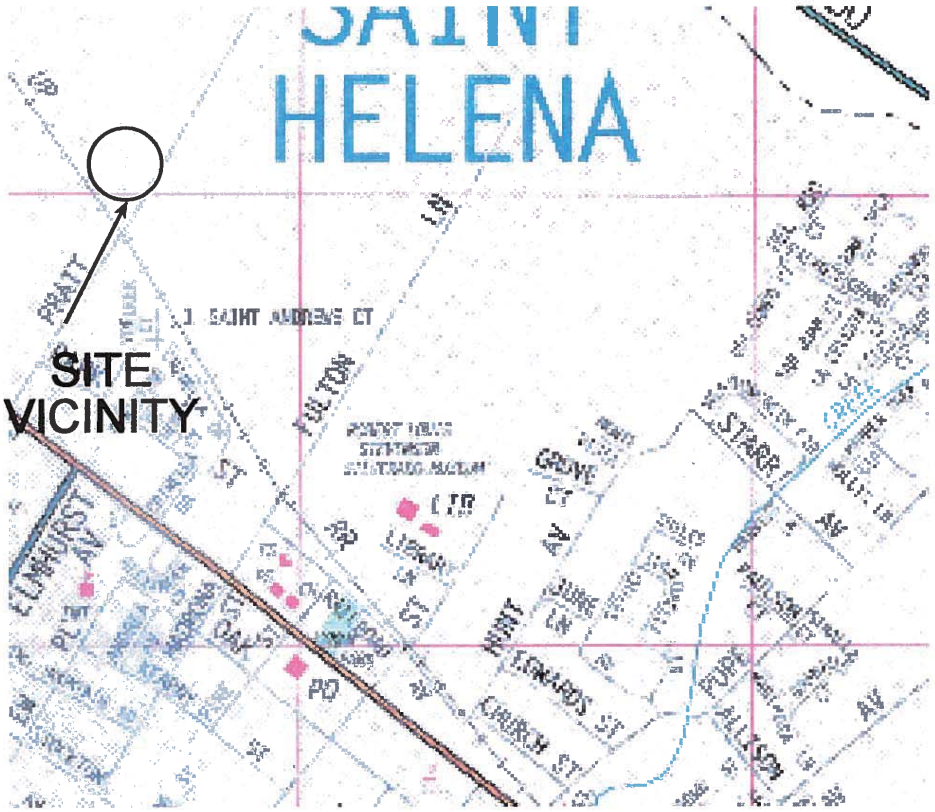
Agenda Item #5.2.

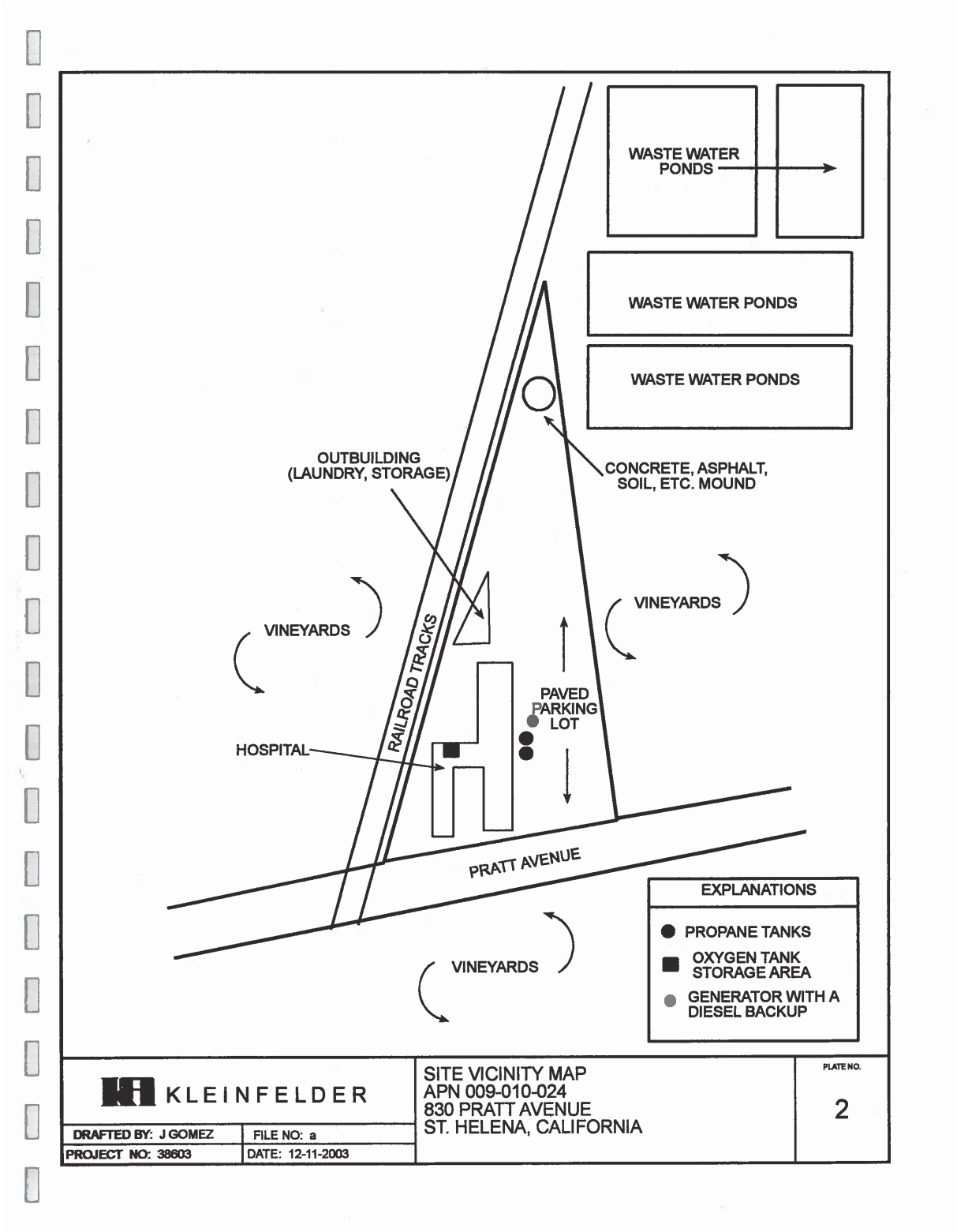
APPENDIX A

Agenda Item #5.2.



KLEINFELDER	SITE VICINITY MAP APN 009-010-024 830 PRATT AVENUE ST. HELENA, CALIFORNIA	PLATE NO. 1
DRAFTED BY: J GOMEZ / FILE NO: a		
PROJECT NO: 38603 / DATE: 12-11-2003		

Agenda Item #5.2.





PHOTOGRAPH 1: LOOKING NORTHWEST ACROSS THE CENTRAL PORTION OF THE SITE.



PHOTOGRAPH 2: GENERATOR.



PHOTOGRAPH 3: STORAGE BUILDING.



PHOTOGRAPH 4: PROPANE TANKS.



PHOTOGRAPH 5: LOOKING NORTH ALONG THE WEST BORDER OF THE SITE.



PHOTOGRAPH 6: MAIN CONVALESCENT HOSPITAL.



PHOTOGRAPH 7: LOOKING NORTH ALONG THE EAST BORDER OF THE SITE.

KLEINFELDER

Project No. 38603

Date: 12/11/2003
Filename: c.fh10

SITE PHOTOGRAPHS
APN 009-010-024
830 PRATT AVENUE
ST. HELENA, CALIFORNIA

Plate
3

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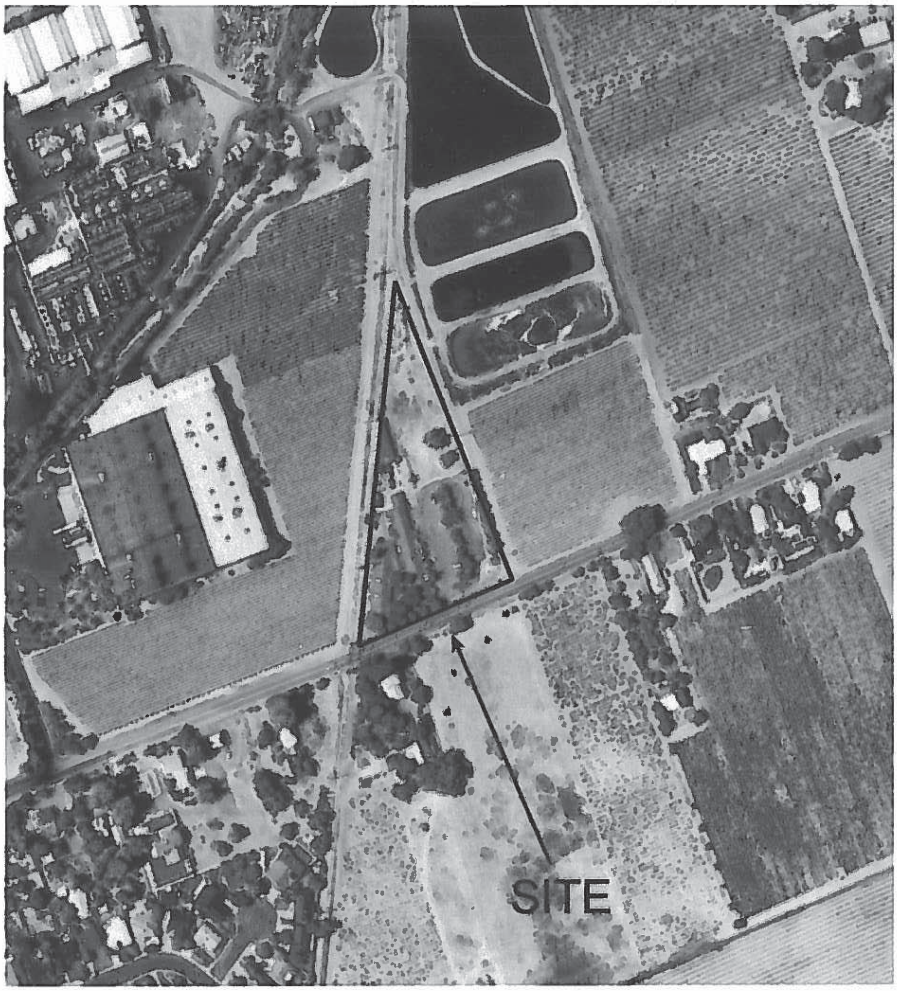
Agenda Item #5.2.

Agenda Item #5.2.



KLEINFELDER		AERIAL PHOTOGRAPH, 2000 APN 009-010-024 830 PRATT AVENUE ST. HELENA, CALIFORNIA	PLATE NO. 4
DRAFTED BY: J GOMEZ	FILE NO: d		
PROJECT NO: 38603	DATE: 12-10-2003		

APPENDIX B

The EDR-City Directory
Abstract

830 Pratt Avenue
830 Pratt Avenue
St. Helena, CA 94574

December 02, 2003

Inquiry Number: 1089548-7

Environmental Data Resources, Inc.

***The* Source For Environmental Risk Management Data**

3530 Post Road
Southport, Connecticut 06490

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802

Environmental Data Resources, Inc.
City Directory Abstract

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist professionals in evaluating potential liability on a target property resulting from past activities. ASTM E 1527-00, Section 7.3 on Historical Use Information, identifies the prior use requirements for a Phase I environmental site assessment. The ASTM standard requires a review of *reasonably ascertainable standard historical sources. Reasonably ascertainable means information that is publicly available, obtainable from a source with reasonable time and cost constraints, and practically reviewable.*

To meet the prior use requirements of ASTM E 1527-00, Section 7.3.4, the following *standard historical sources* may be used: aerial photographs, fire insurance maps, property tax files, land title records (although these cannot be the sole historical source consulted), topographic maps, city directories, building department records, or zoning/land use records. ASTM E 1527-00 requires *"All obvious uses of the property shall be identified from the present, back to the property's obvious first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historical sources as are necessary, and that are reasonably ascertainable and likely to be useful."* (ASTM E 1527-00, Section 7.3.4, page 12.)

EDR's City Directory Abstract includes a search and abstract of available city directory data.

City Directories
City directories have been published for cities and towns across the U.S. since the 1700s. Originally a list of residents, the city directory developed into a sophisticated tool for locating individuals and businesses in a particular urban or suburban area. Twentieth century directories are generally divided into three sections: a business index, a list of resident names and addresses, and a street index. With each address, the directory lists the name of the resident or, if a business is operated from this address, the name and type of business (if unclear from the name). While city directory coverage is comprehensive for major cities, it may be spotty for rural areas and small towns. ASTM E 1527-00 specifies that a *"review of city directories (standard historical sources) at less than approximately five year intervals is not required by this practice." (ASTM E 1527-00, Section 7.3.4, page 12.)*

NAICS (North American Industry Classification System) Codes
NAICS is a unique, all-new system for classifying business establishments. Adopted in 1997 to replace the prior Standard Industry Classification (SIC) system, it is the system used by the statistical agencies of the United States. It is the first economic classification system to be constructed based on a single economic concept. To learn more about the background, the development and difference between NAICS and SIC, visit the following Census website: http://www.census.gov/epcd/www/naicsdev.htm.

Please call EDR Nationwide Customer Service at
1-800-352-0050 (8am-8pm EST)
with questions or comments about your report.
Thank you for your business!

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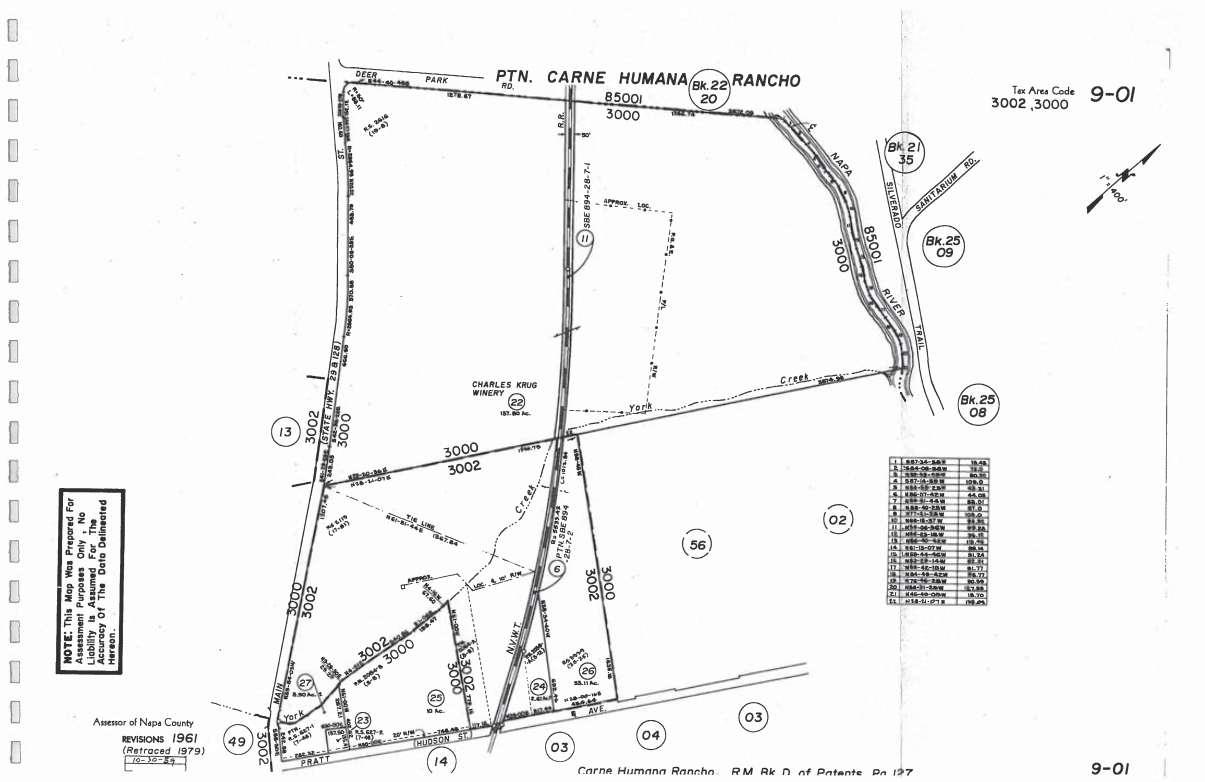

Agenda Item #5.2.

Agenda Item #5.2.

Prior Use Report® Timeline

Target Property



Legend:

= Historical Topographic Map (HT)

= National Wetland Inventory Map (WT)*

= Flood Prone/FEMA Maps (FP/FR)*

= Aerial Photos Included (P)*

= Aerial Photos Available*

= Residential (R)

= Commercial or Industrial (C)

Superscript number corresponds to graph ID in text

**Displayed on timeline when aerial photos, flood prone, FEMA, wetland maps, or Aerial Research Summary are purchased.*

Target Property:	830 Pratt Avenue	**Customer:**	Kleinfelder, Inc.
Address:	830 Pratt Avenue	**Contact:**	Jennifer Gomez
City/State/Zip:	St. Helena, CA 94574	**Inquiry #:**	1089548-7
		Date:	12/2/2003

4. SUMMARY

- *City Directories:*

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1961 through 2003. (These years are not necessarily inclusive.) A summary of the information obtained is provided in the text of this report.

Agenda Item #5.2.

Date EDR Searched Historical Sources:
City Directories Dec 02, 2003

Target Property:
830 Pratt Avenue
St. Helena, CA 94574

PUR ID Year	Uses	NAICS	Source
1961	Street not listed in research source.	N/A	Polk''s City Directory
1965	Street not listed in research source.	N/A	Polk''s City Directory
1970	Address not Listed in Research Source	N/A	Polk''s City Directory
1975	Address not Listed in Research Source	N/A	Polk''s City Directory
1980	Residence		Haines Criss-Cross Directory
1985	Residence		Haines Criss-Cross Directory
1990	Residence		Haines Criss-Cross Directory
1995	Residence		Haines Criss-Cross Directory
1999	Marlinda Convalescent Hospital		Haines Criss-Cross Directory
2003	Marlinda Convalescent Hospital		Haines Criss-Cross Directory

Adjoining Properties

SURROUNDING
Pratt Avenue
St Helena, CA 94574

Surrounding Area Property Log of Address Changes
2003 Pratt Avenue

PUR ID Year	Uses	NAICS	Source
1961	Street not listed in research source.	N/A	Polk''s City Directory
1965	Address not Listed in Research Source	N/A	Polk''s City Directory
1970	Address not Listed in Research Source	N/A	Polk''s City Directory
1975	****Pratt Avenue Addresses****		Polk''s City Directory
	Residence (715)		
	Residence (855)		
	Residence (915)		
	Residence (944)		
1980	****Pratt Avenue Addresses****		Haines Criss-Cross Directory
	Residence (715)		
	Residence (855)		

PUR ID Year	Uses	NAICS	Source
1980 (continued)			
	Residence (915)		
	Residence (944)		
1985	**Pratt Avenue Addresses**		Haines Criss-Cross Directory
	Residence (715)		
	Residence (855)		
	Residence (915)		
	Residence (944)		
1990	**Pratt Avenue Addresses**		Haines Criss-Cross Directory
	Residence (715)		
	Residence (855)		
	Residence (915)		
	Residence (944)		
1995	**Pratt Avenue Addresses**		Haines Criss-Cross Directory
	Residence (715)		
	Residence (855)		
	Residence (915)		
	Residence (944)		
1999	**Pratt Avenue Addresses**		Haines Criss-Cross Directory
	Residence (715)		
	Residence (855)		
	Residence (915)		
	Residence (944)		
2003	**Pratt Avenue Addresses**		Haines Criss-Cross Directory
	Residence (715)		
	Residence (855)		
	Residence (915)		
	No Return (944)		

The EDR-Aerial Photography Print Service

830 Pratt Avenue
830 Pratt Avenue
St. Helena, CA 94574

December 3, 2003

Inquiry Number: 1089548-9

Environmental Data Resources, Inc.
an edr company

***The* Source For Environmental Risk Management Data**

3530 Post Road
Southport, Connecticut 06490

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802

Environmental Data Resources, Inc.
Aerial Photography Print Service

Environmental Data Resources, Inc.'s (EDR) Aerial Photography Print Service is a screening tool designed to assist professionals in evaluating potential liability on a target property resulting from past activities. ASTM E 1527-00, Section 7.3 on Historical Use Information, identifies the prior use requirements for a Phase I environmental site assessment. The ASTM standard requires a review of *reasonably ascertainable standard historical sources. Reasonably ascertainable means information that is publicly available, obtainable from a source with reasonable time and cost constraints, and practically reviewable.*

To meet the prior use requirements of ASTM E 1527-00, Section 7.3.2, the following *standard historical sources* may be used: aerial photographs, fire insurance maps, property tax files, land title records (although these cannot be the sole historical source consulted), topographic maps, city directories, building department records, or zoning/land use records. ASTM E 1527-00 requires *"All obvious uses of the property shall be identified from the present, back to the property's obvious first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historical sources as are necessary, and that are reasonably ascertainable and likely to be useful."* (ASTM E 1527-00, Section 7.3.2, page 11.

Aerial Photographs

Aerial photographs are a valuable historical resource for documenting past land use and can be particularly helpful when other historical sources (such as city directories or fire insurance maps) are not reasonably ascertainable. The EDR Aerial Photograph Print Service includes a search of aerial photograph collections flown by public and private agencies for the state of California. EDR's professional field-based researchers provide digitally reproduced historical aerial photographs at approximately ten year intervals.

Please call EDR Nationwide Customer Service at
1-800-352-0050 (8a.m-8pm EST)
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Thank you for your business!

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Agenda Item #5.2.



Agenda Item #5.2.

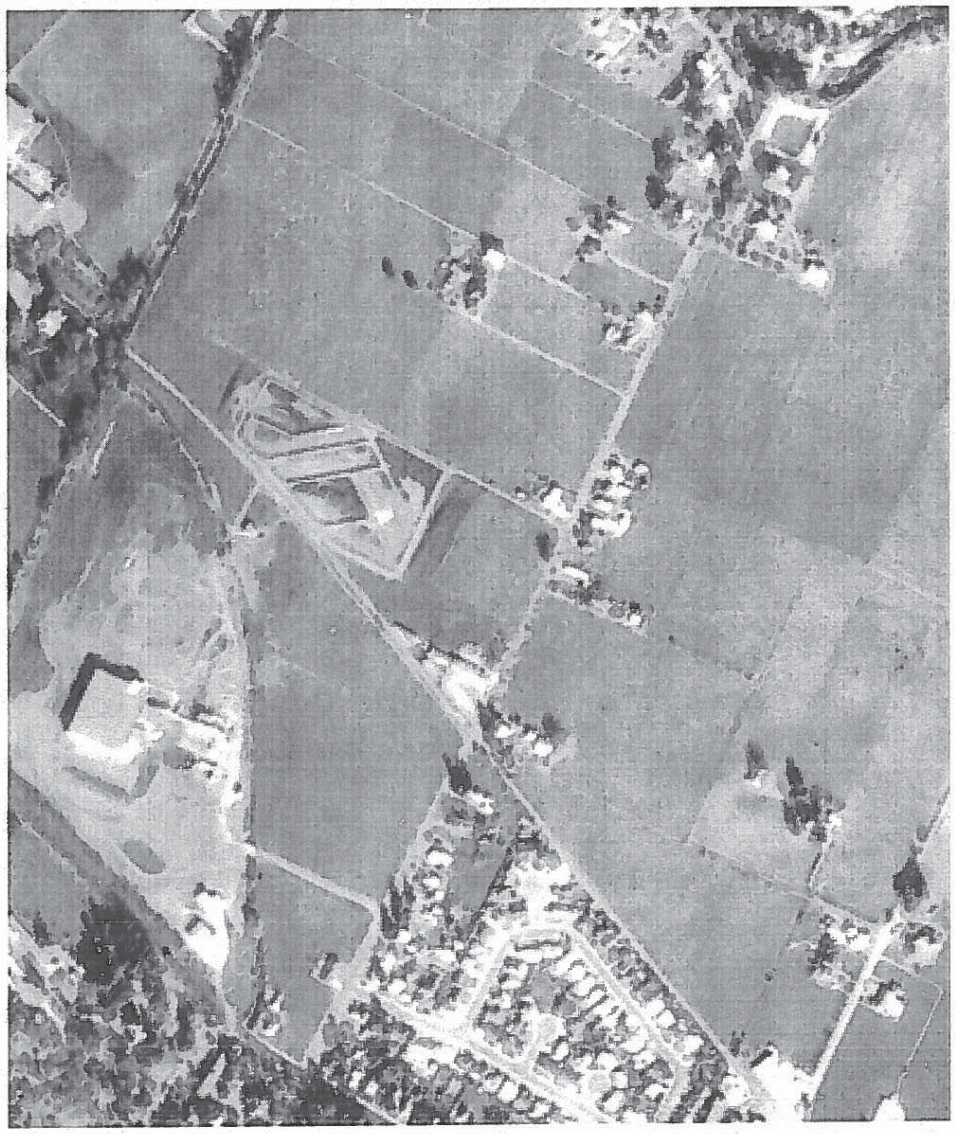


Agenda Item #5.2.





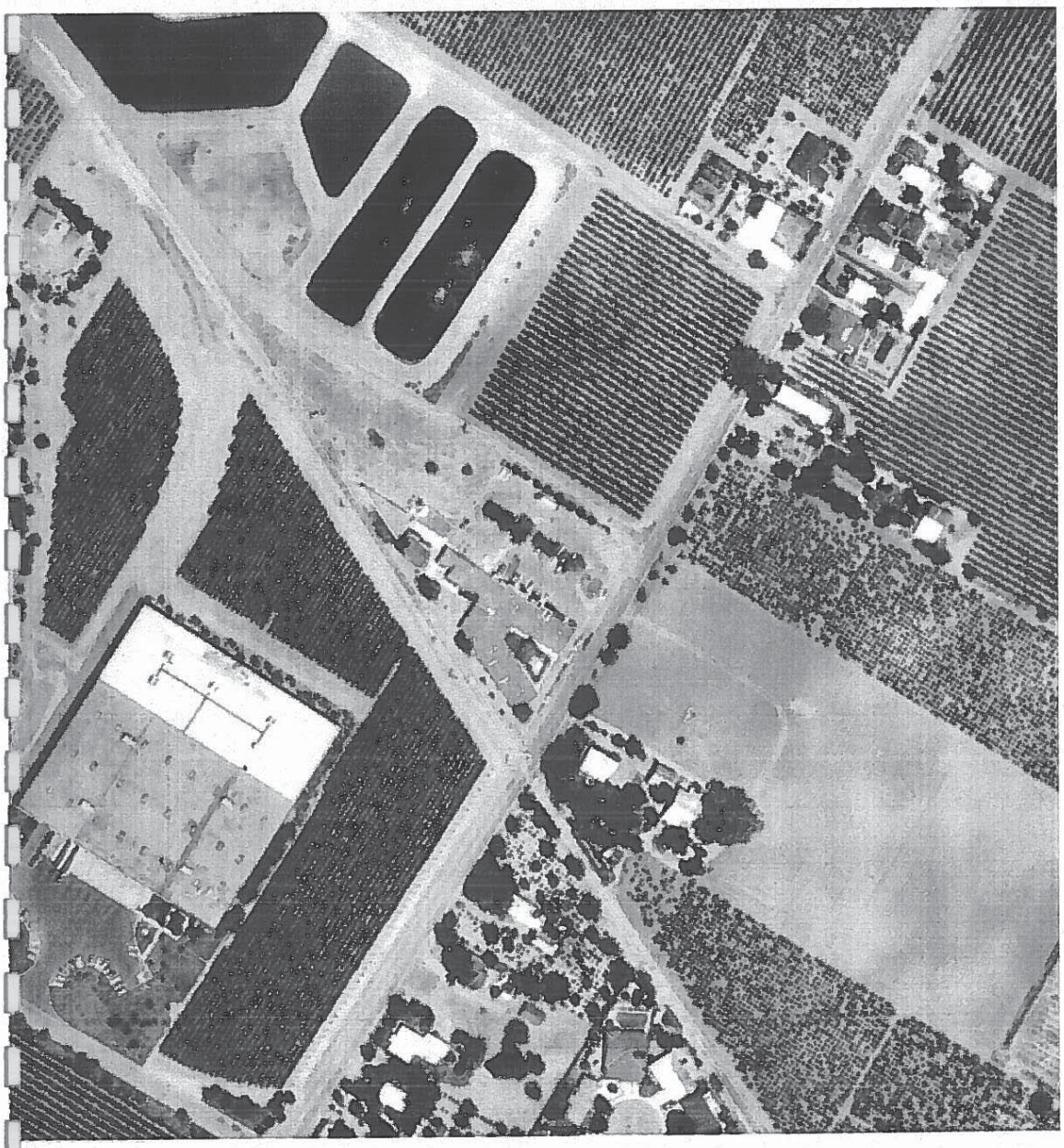
SOURCE: PACIFIC AERIALS, 1968



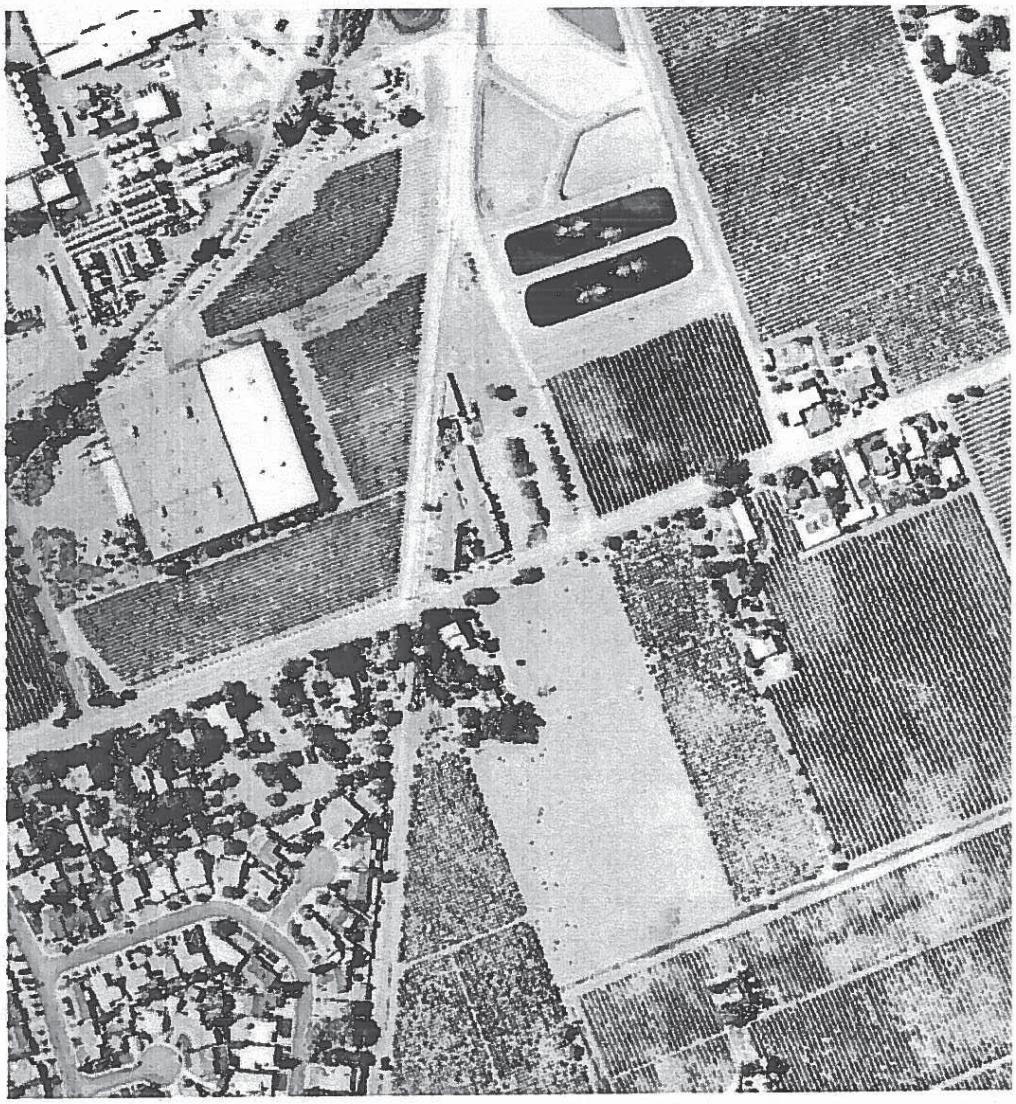
SOURCE: PACIFIC AERIALS, 1975



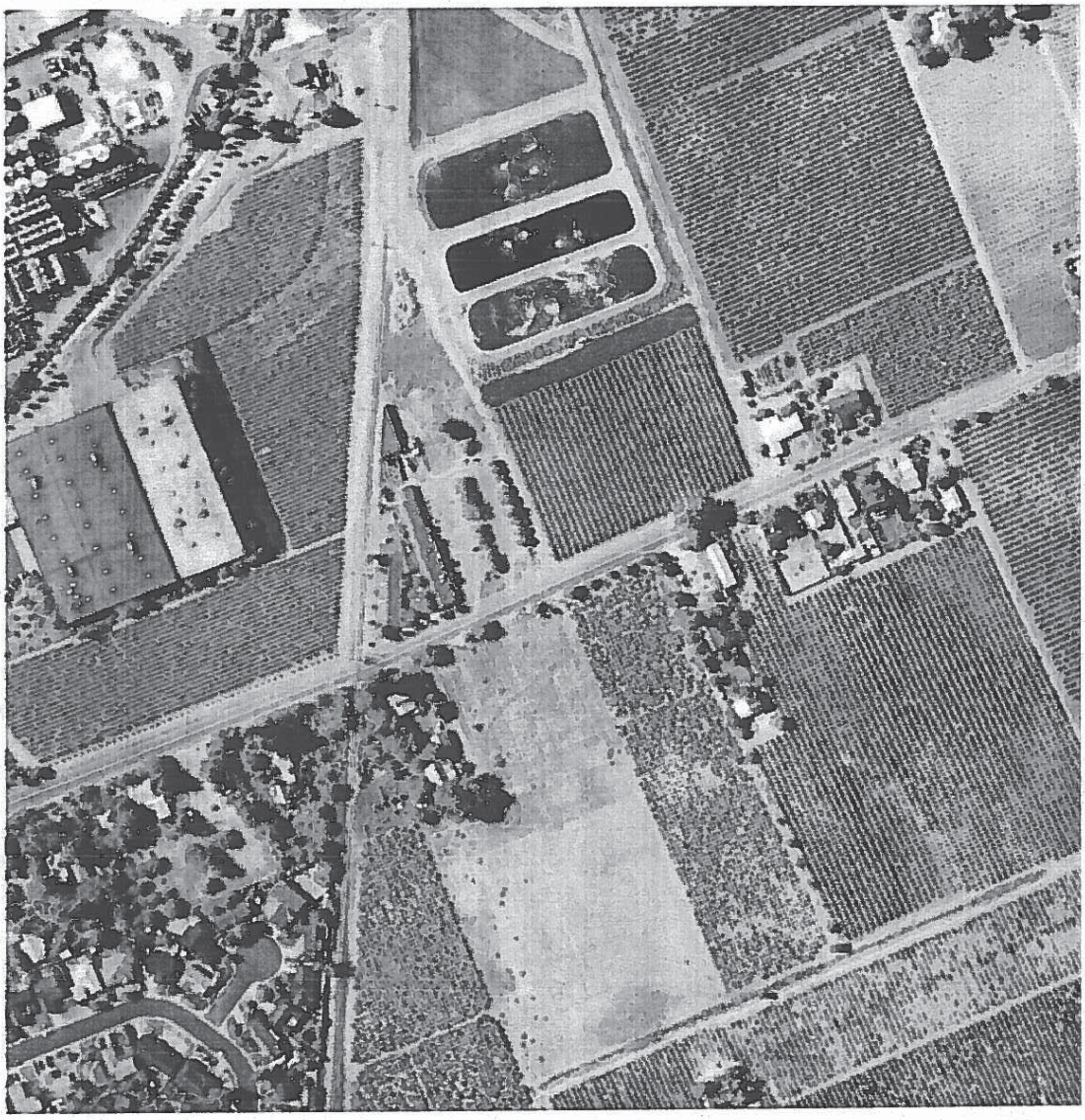
SOURCE: PACIFIC AERIALS, 1981



SOURCE: PACIFIC AERIALS, 1988

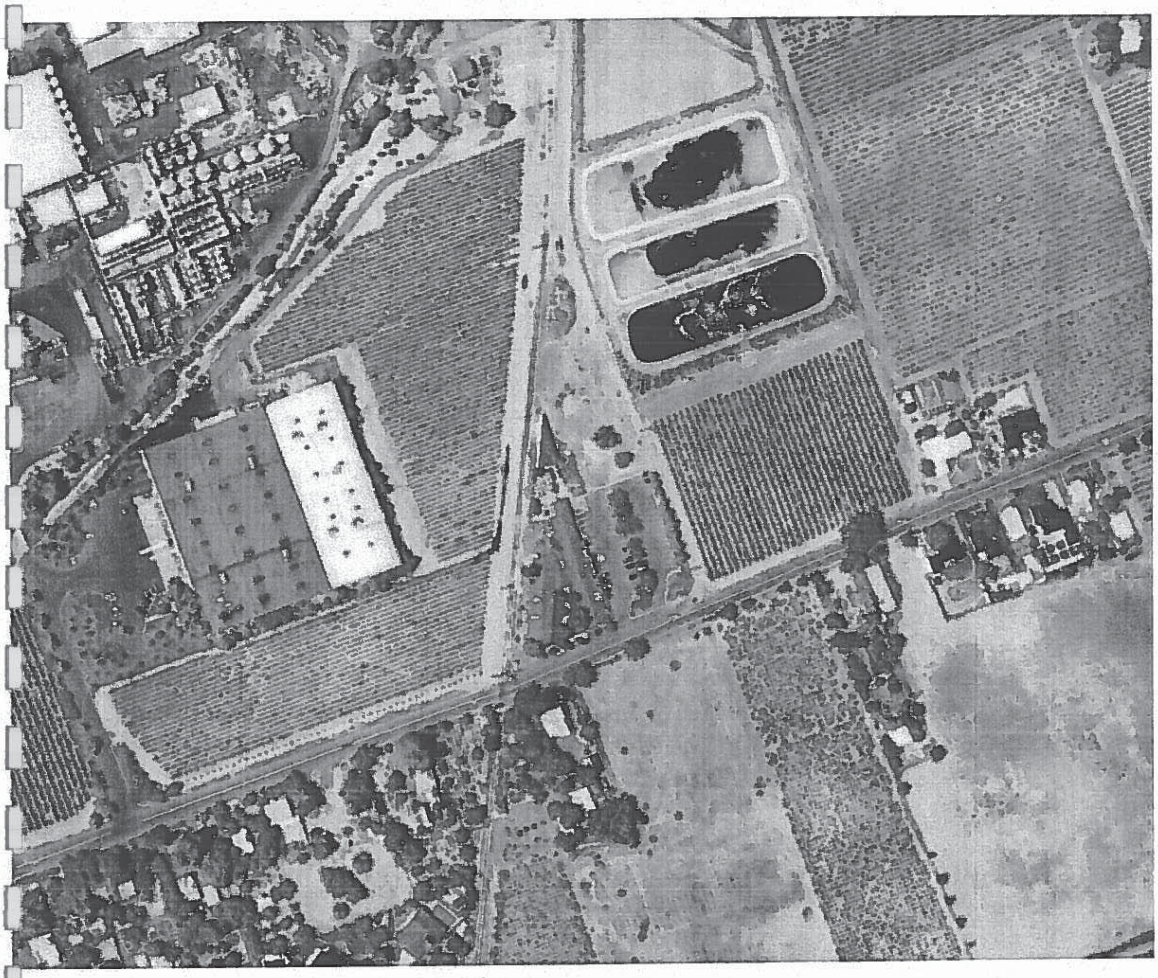


SOURCE: PACIFIC AERIALS, 1993

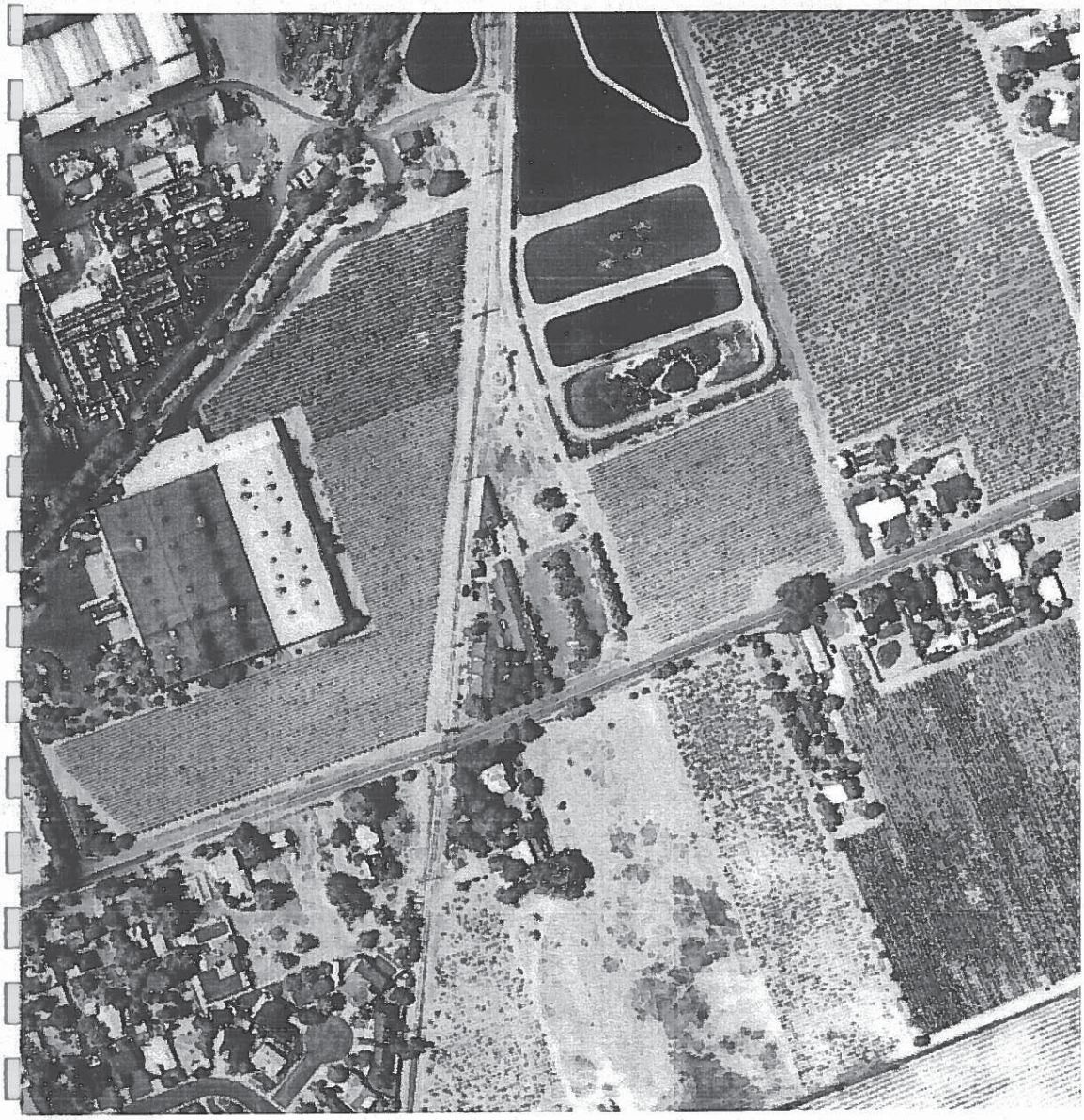


SOURCE: PACIFIC AERIALS, 1995

Agenda Item #5.2.



SOURCE: PACIFIC AERIALS, 1997



SOURCE: PACIFIC AERIALS, 2000

Environmental Data Resources, Inc.

"Linking Technology with Tradition"

Sanborn® Map Report

Ship to: Jennifer Gomez
Kleinfelder, Inc.
780 Chadbourne Road
Fairfield, CA 94585

Customer Project: NA
1273791SHA 707-429-4070

Order Date: 11/26/2003 **Completion Date:** 11/26/2003 4:28
Inquiry #: 1089548.5S
P.O. #: NA
Site Name: 830 Pratt Avenue
Address: 830 Pratt Avenue
City/State: St. Helena, CA 94574
Cross Streets:

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client-supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

NO COVERAGE

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The EDR-Historical Topographic Map Report

830 Pratt Avenue
830 Pratt Avenue
St. Helena, CA 94574

December 3, 2003

Inquiry Number: 1089548-6

Environmental Data Resources, Inc.
an edr company

The Source For Environmental Risk Management Data

3530 Post Road
Southport, Connecticut 06490

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802

Environmental Data Resources, Inc.
Historical Topographic Map Report

Environmental Data Resources, Inc.'s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property, and its surrounding area, resulting from past activities. ASTM E 1527-00, Section 7.3 on Historical Use Information, identifies the prior use requirements for a Phase I environmental site assessment. The ASTM standard requires a review of *reasonably ascertainable standard historical sources. Reasonably ascertainable is defined as information that is publicly available, obtainable from a source with reasonable time and cost constraints, and practically reviewable.*

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EDR's Historical Topographic Map Report includes a search of available public and private color historical topographic map collections.

Topographic Maps

A topographic map (topo) is a color coded line-and-symbol representation of natural and selected artificial features plotted to a scale. Topos show the shape, elevation, and development of the terrain in precise detail by using contour lines and color coded symbols. Many features are shown by lines that may be straight, curved, solid, dashed, dotted, or in any combination. The colors of the lines usually indicate similar classes of information. For example, topographic contours (brown); lakes, streams, irrigation ditches, etc. (blue); land grids and important roads (red); secondary roads and trails, railroads, boundaries, etc. (black); and features that have been updated using aerial photography, but not field verified, such as disturbed land areas (e.g., gravel pits) and newly developed water bodies (purple).

For more than a century, the USGS has been creating and revising topographic maps for the entire country at a variety of scales. There are about 60,000 U.S. Geological Survey (USGS) produced topo maps covering the United States. Each map covers a specific quadrangle (quad) defined as a four-sided area bounded by latitude and longitude. Historical topographic maps are a valuable historical resource for documenting the prior use of a property and its surrounding area, and due to their frequent availability can be particularly helpful when other standard historical sources (such as city directories, fire insurance maps, or aerial photographs) are not reasonably ascertainable.

Please call EDR Nationwide Customer Service at
1-800-352-0050 (8am-8pm ET)
with questions or comments about your report.
Thank you for your business!

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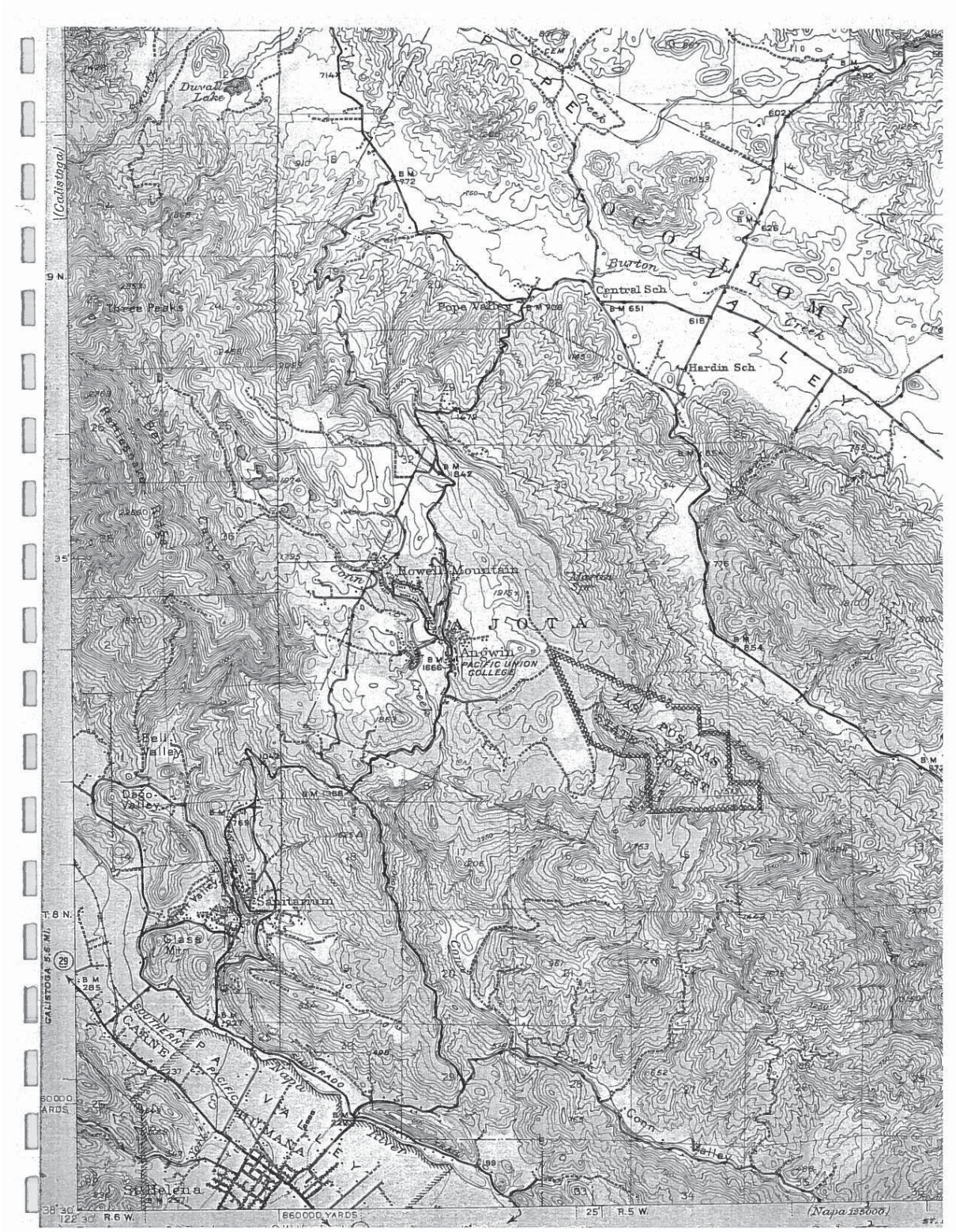
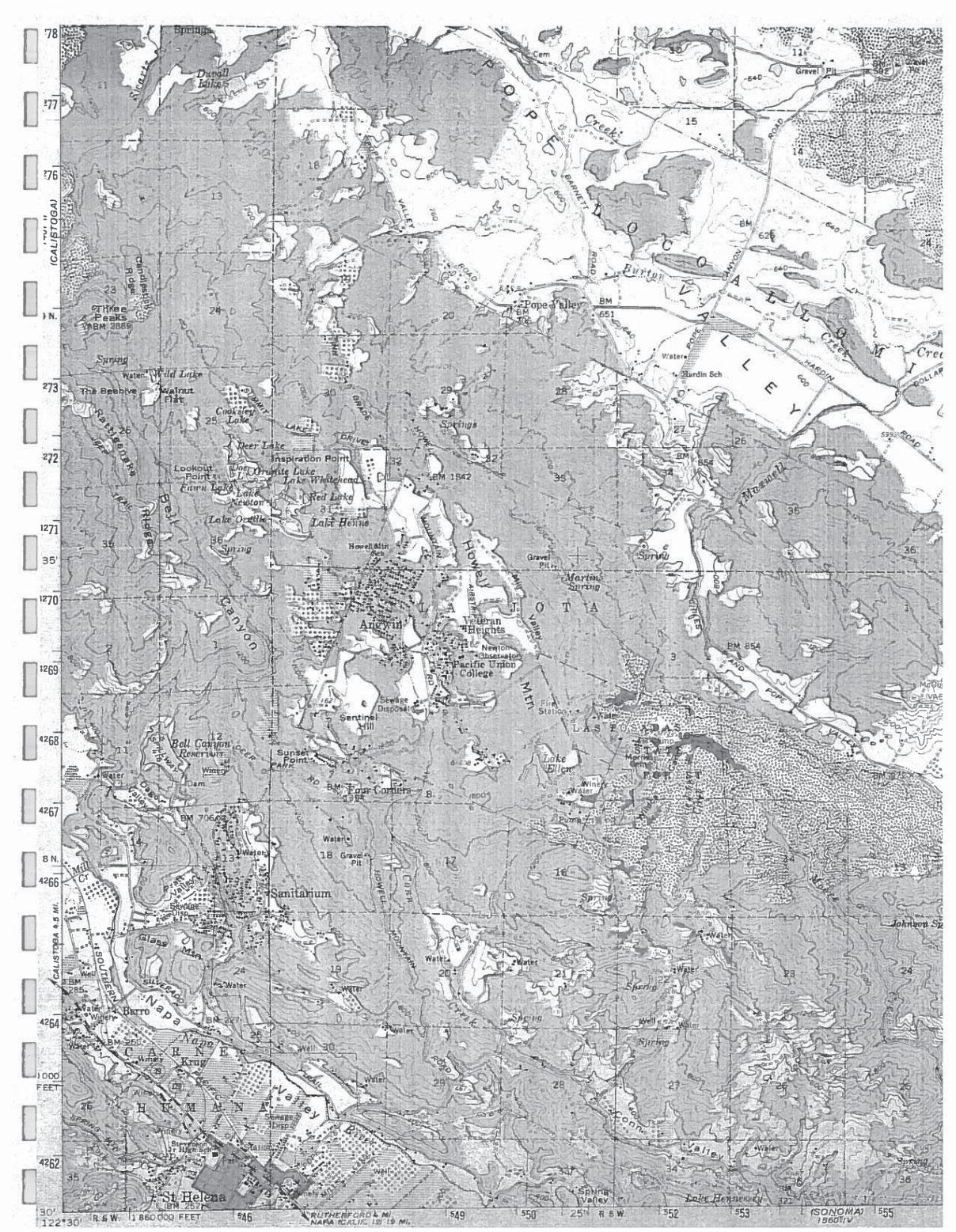


Agenda Item #5.2.

Inquiry Number: 1089548.6
TP Quad [] Adj Quad [] ↑N

Quad ST. HELENA
Minute Series [] 7.5 [] 15 [] 30 [] Other
Year 1945
[]Photorevised []Inspected from
Scale [] 1:24,000 [] 1:62,500
[] 1:125,000 [] Other

Agenda Item #5.2.



Inquiry Number: 1089548.6
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Quad St. Helena
Minute Series [] 7.5 [] 15 [] 30 [] Other
Year 1960
[]Photorevised []Inspected from
Scale [] 1:24,000 [] 1:62,500
[] 1:125,000 [] Other

Agenda Item #5.2.



Agenda Item #5.2.

Inquiry Number: 1059548.6
TP Quad [redacted] Adj Quad []

Quad ST. HELENA
Minute Series [redacted] 7.5 [] 15 []30 [] Other
Year 1960
[]Photorevised []Inspected from
Scale [redacted] 1:24,000 [] 1:62,500
[] 1:125,000 [] Other

↑N

Agenda Item #5.2.

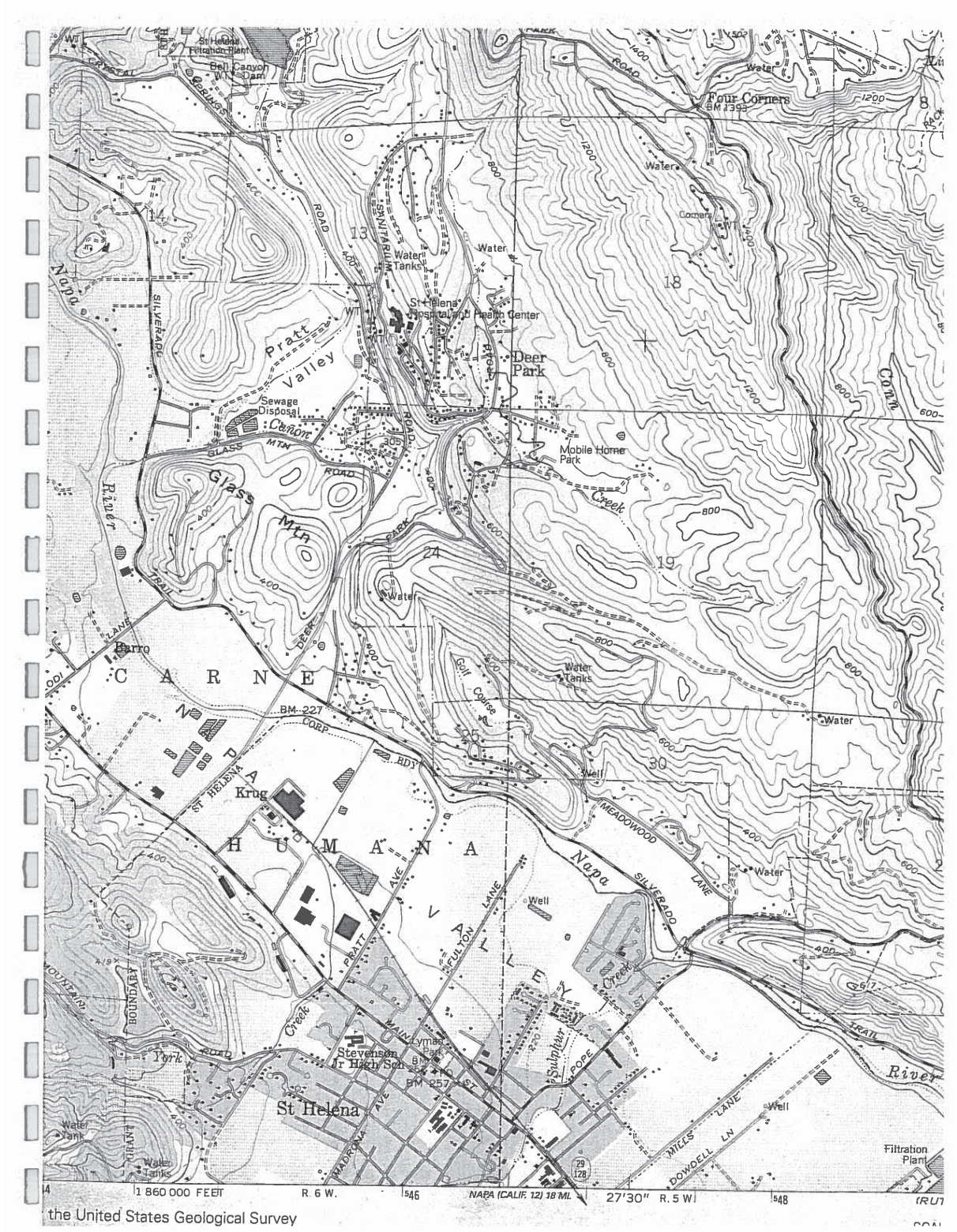


Agenda Item #5.2.

Inquiry Number: 1089548.6
TP Quad [] Adj Quad [] ↑N

Quad ST. HELENA
Minute Series [] 7.5 [] 15 [] 30 [] Other
Year 1980
[] Photorevised [] Inspected from 1960
Scale [] 1:24,000 [] 1:62,500
[] 1:125,000 [] Other

Agenda Item #5.2.



Inquiry Number: 1089545.6
TP Quad [X] Adj Quad [] ↑N

Quad St. Helena
Minute Series [X] 7.5 [] 15 []30 [] Other
Year 1993
[X] Photorevised [] Inspected from 1960
Scale [X] 1:24,000 [] 1:62,500
[] 1:125,000 [] Other

APPENDIX C

The EDR Radius Map
with GeoCheck®

830 Pratt Avenue
830 Pratt Avenue
St. Helena, CA 94574

Inquiry Number: 1089548.4s

November 26, 2003

Environmental Data Resources, Inc.

***The* Source For Environmental Risk Management Data**

3530 Post Road
Southport, Connecticut 06890

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

FORM-SHA

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL ASTM STANDARD

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 12/31/2002 has revealed that there are 7 ERNS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
1000 PRATT AVE	1000 PRATT AVE	1/8 - 1/4	SSW	A3	8
1000 PRATT AVENUE	1000 PRATT AVENUE	1/8 - 1/4	SSW	A4	8
1000 PRATT AVE	1000 PRATT AVE	1/8 - 1/4	SSW	A5	8
1000 PRATT AVENUE	1000 PRATT AVENUE	1/8 - 1/4	SSW	A7	10
1000 PRATT AVE	1000 PRATT AVE	1/8 - 1/4	SSW	A10	13
1000 PRATT AVE	1000 PRATT AVE	1/8 - 1/4	SSW	A11	13
1000 PRATT AVE	1000 PRATT AVE	1/8 - 1/4	SSW	A12	13

STATE ASTM STANDARD

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/2002 has revealed that there are 5 CHMIRS sites within approximately 1.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
Not reported	1000 PRATT AVE.	1/8 - 1/4	SSW	A2	6
Not reported	1000 PRATT AV	1/8 - 1/4	SSW	A8	10
Not reported	1000 PRATT AVE	1/8 - 1/4	SSW	A9	11
Not reported	1000 PRATTE AVENUE	1/8 - 1/4	SW	13	13
Not reported	1354 MAIN ST.	1/2 - 1	SSE	D29	30

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California

EXECUTIVE SUMMARY

Cal-Sites	Calsites Database
Notify 65	Proposition 65 Records
Toxic Pits	Toxic Pits Cleanup Act Sites
SWF/LF	Solid Waste Information System
WMUDS/SWAT	Waste Management Unit Database
CA BOND EXP. PLAN	Bond Expenditure Plan
VCP	Voluntary Cleanup Program Properties
INDIAN UST	Underground Storage Tanks on Indian Land

FEDERAL ASTM SUPPLEMENTAL

CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
Delisted NPL	National Priority List Deletions
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS	Hazardous Materials Information Reporting System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
NPL Liens	Federal Superfund Liens
PADS	PCB Activity Database System
DOD	Department of Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
RAATS	RCRA Administrative Action Tracking System
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
SSTS	Section 7 Tracking Systems
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

STATE OR LOCAL ASTM SUPPLEMENTAL

AST	Aboveground Petroleum Storage Tank Facilities
CLEANERS	Cleaner Facilities
CA WDS	Waste Discharge System
DEED	List of Deed Restrictions
NFA	No Further Action Determination
EMI	Emissions Inventory Data
REF	Unconfirmed Properties Referred to Another Agency
SCH	School Property Evaluation Program
NFE	Properties Needing Further Evaluation
CA SLIC	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

BROWNFIELDS DATABASES

US BROWNFIELDS	A Listing of Brownfields Sites
VCP	Voluntary Cleanup Program Properties

EDR PROPRIETARY HISTORICAL DATABASES

See the EDR Proprietary Historical Database Section for details

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the government records search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. Search distances are per ASTM standard or custom distances requested by the user.

TARGET PROPERTY INFORMATION

ADDRESS

830 PRATT AVENUE
ST. HELENA, CA 94574

COORDINATES

Latitude (North):	38.513400 - 38° 30' 48.2"
Longitude (West):	122.475000 - 122° 28' 30.0"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	545771.7
UTM Y (Meters):	4262704.0
Elevation:	248 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	2438122-E4 SAINT HELENA, CA
Source:	USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the ASTM E 1527-00 search radius around the target property for the following databases:

FEDERAL ASTM STANDARD

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRIS-TSD	Resource Conservation and Recovery Information System
RCRIS-LQG	Resource Conservation and Recovery Information System
RCRIS-SQG	Resource Conservation and Recovery Information System

STATE ASTM STANDARD

AWP	Annual Workplan Sites

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
TRIPOLI MARKET	LUST, Cortese
PG&E GAS PLANT ST HELENA	CERC-NFRAP
ST HELENA CEMETERY ASSOC	LUST
KUHN PROPERTY	UST
PAT GOLDEN	UST
JEAN CLAUDE BOISSET LION IMPOR	HIST UST
RICHARD A. KUHN	HIST UST
BERINGER VINEYARDS	HIST UST
COLLINS VINEYARD	HIST UST
FLORA SPRINGS WINE CO	HAZNET
CALTRANS DIST 4	HAZNET
HENDRICK SMEDING	HAZNET
NAPA COUNTY UPPER VALLEY WASTE MGMT AG	HAZNET
CALTRANS	HAZNET
C MONDAVI & SONS	HAZNET

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
BERINGER VINEYARDS	*2000 MAIN ST*	*1/4 - 1/2 SW*	*14*	*14*
ABRUZZINI PROPERTY	*1030 FULTON LANE*	*1/4 - 1/2 SSE*	*B18*	*18*
HELEN PASCHICH ESTATE	*1078 FULTON LANE*	*1/4 - 1/2 SSE*	*B19*	*18*
NICHOLLS, FREEMAN	1080 FULTON LN	1/4 - 1/2 SSE	B20	20

CA FID: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, has revealed that there is 1 CA FID UST site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
RON ABRUZZINI	1030 FULTON LN	1/4 - 1/2 SSE	B17	17

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
LINO GUIDICI	999 PRATT AVE	1/8 - 1/4 SSW	A1	6

STATE OR LOCAL ASTM SUPPLEMENTAL

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, has revealed that there is 1 HAZNET site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
BERINGER VINEYARDS	1000 PRATT AVE	1/8 - 1/4 SSW	A6	8

EDR PROPRIETARY HISTORICAL DATABASES

See the EDR Proprietary Historical Database Section for details

EXECUTIVE SUMMARY

Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, has revealed that there are 15 Cortese sites within approximately 1.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
BERINGER VINEYARDS	*2000 MAIN ST*	*1/4 - 1/2 SW*	*14*	*14*
ABRUZZINI PROPERTY	*1030 FULTON LN*	*1/4 - 1/2 SSE*	*B15*	*16*
HELEN PASCHICH ESTATE	*1078 FULTON LANE*	*1/4 - 1/2 SSE*	*B19*	*18*
ST HELENA POLICE DEPARTMENT	*1480 MAIN ST*	*1/2 - 1 SSE*	*C21*	*20*
JAEGER PROPERTY	*1665 SPRING MOUNTAIN RD*	*1/2 - 1 S*	*24*	*23*
CHEVRON	*1400 MAIN ST*	*1/2 - 1 SSE*	*D26*	*25*
UNION 76	*1380 MAIN ST*	*1/2 - 1 SSE*	*D28*	*27*
ST HELENA CEMETERY ASSOC	*2461 2 SPRING ST*	*1 - 2 S*	*36*	*41*

Lower Elevation	Address	Dist / Dir	Map ID	Page
PACIFIC BELL	*1240 OAK STREET*	*1/2 - 1 SSE*	*30*	*31*
BP	*1108 MAIN ST*	*1/2 - 1 SSE*	*31*	*34*
ST HELENA PETROLEUM INC	*929 MAIN ST*	*1 - 2 SSE*	*E32*	*35*
ST HELENA PETROLEUM	*905 MAIN ST*	*1 - 2 SE*	*E33*	*37*
ST HELENA CITY CORPORATION YAR	*1405 CHARTER OAK*	*1 - 2 SSE*	*34*	*38*
BELLANI RESIDENCE	*738 MAIN ST*	*1 - 2 SE*	*35*	*40*
EPPS CHEVROLET	*555 MAIN ST*	*1 - 2 SE*	*37*	*42*

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

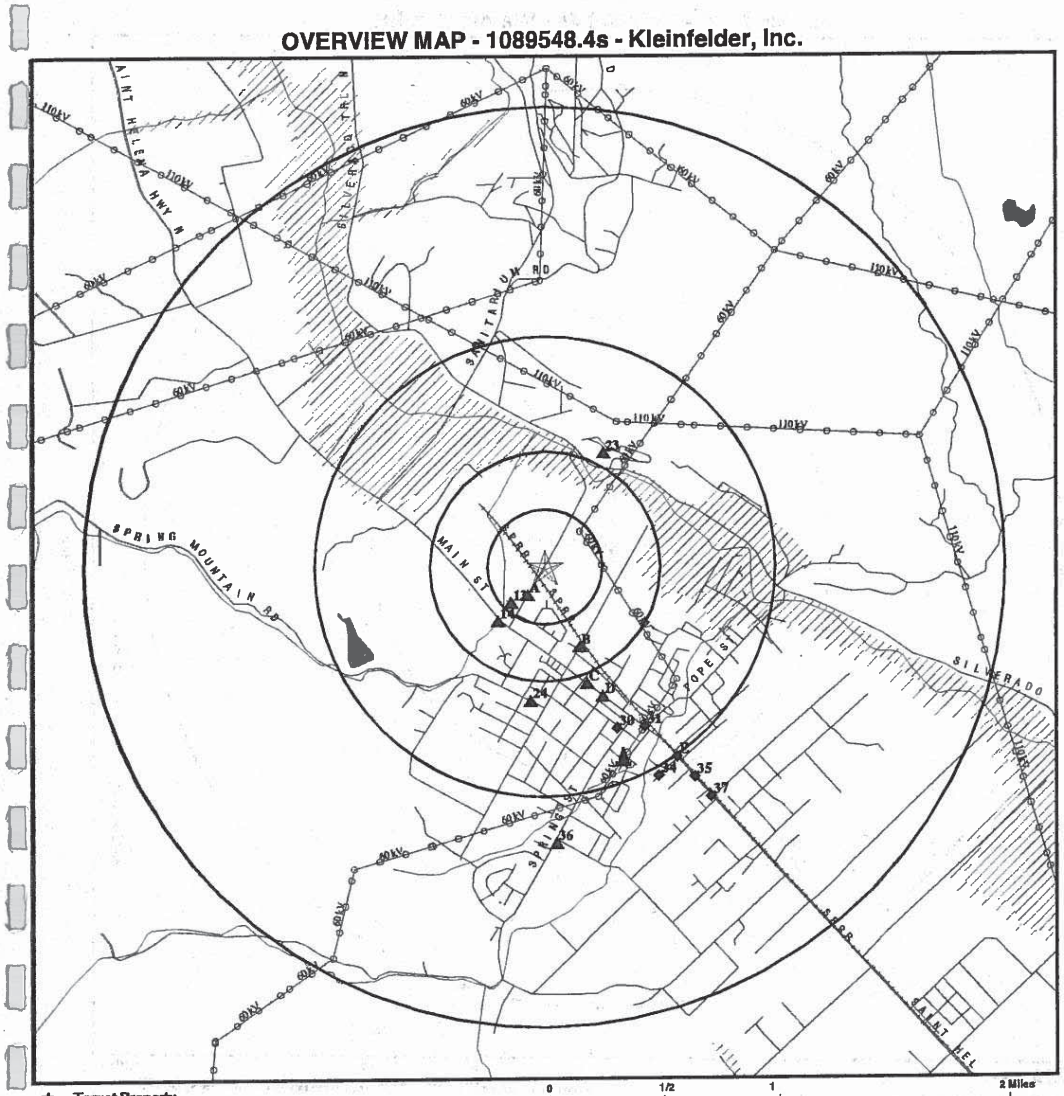
A review of the LUST list, as provided by EDR, and dated 04/02/2003 has revealed that there are 12 LUST sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
BERINGER VINEYARDS	*2000 MAIN ST*	*1/4 - 1/2 SW*	*14*	*14*
ABRUZZINI PROPERTY	*1030 FULTON LN*	*1/4 - 1/2 SSE*	*B15*	*16*
ABRUZZINI PROPERTY	1030 FULTON LANE	1/4 - 1/2 SSE	B16	17
HELEN PASCHICH ESTATE	*1078 FULTON LANE*	*1/4 - 1/2 SSE*	*B19*	*18*
ST HELENA POLICE DEPARTMENT	*1480 MAIN ST*	*1/2 - 1 SSE*	*C21*	*20*
ST. HELENA CITY POLICE DEPARTM	*1480 MAIN ST*	*1/2 - 1 SSE*	*C22*	*22*
GIN PROPERTY	3473 ST HELENA HWY	1/2 - 1 NNE	23	22
JAEGER PROPERTY	*1665 SPRING MOUNTAIN RD*	*1/2 - 1 S*	*24*	*23*
ST. HELENA CHEVRON STATION #90	*1400 MAIN ST*	*1/2 - 1 SSE*	*D25*	*25*
CHEVRON	*1400 MAIN ST*	*1/2 - 1 SSE*	*D26*	*25*
MAIN STREET SERVICE	*1380 MAIN ST*	*1/2 - 1 SSE*	*D27*	*27*
UNION 76	*1380 MAIN ST*	*1/2 - 1 SSE*	*D28*	*27*

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 04/02/2003 has revealed that there are 4 UST sites within approximately 0.5 miles of the target property.

OVERVIEW MAP - 1089548.4s - Kleinfelder, Inc.



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

TARGET PROPERTY:	830 Pratt Avenue	CUSTOMER:	Kleinfelder, Inc.
ADDRESS:	830 Pratt Avenue	CONTACT:	Jennifer Gomez
CITY/STATE/ZIP:	St. Helena CA 94574	INQUIRY #:	1089548.4s
LAT/LONG:	38.5134 / 122.4750	DATE:	November 26, 2003 1:00 pm

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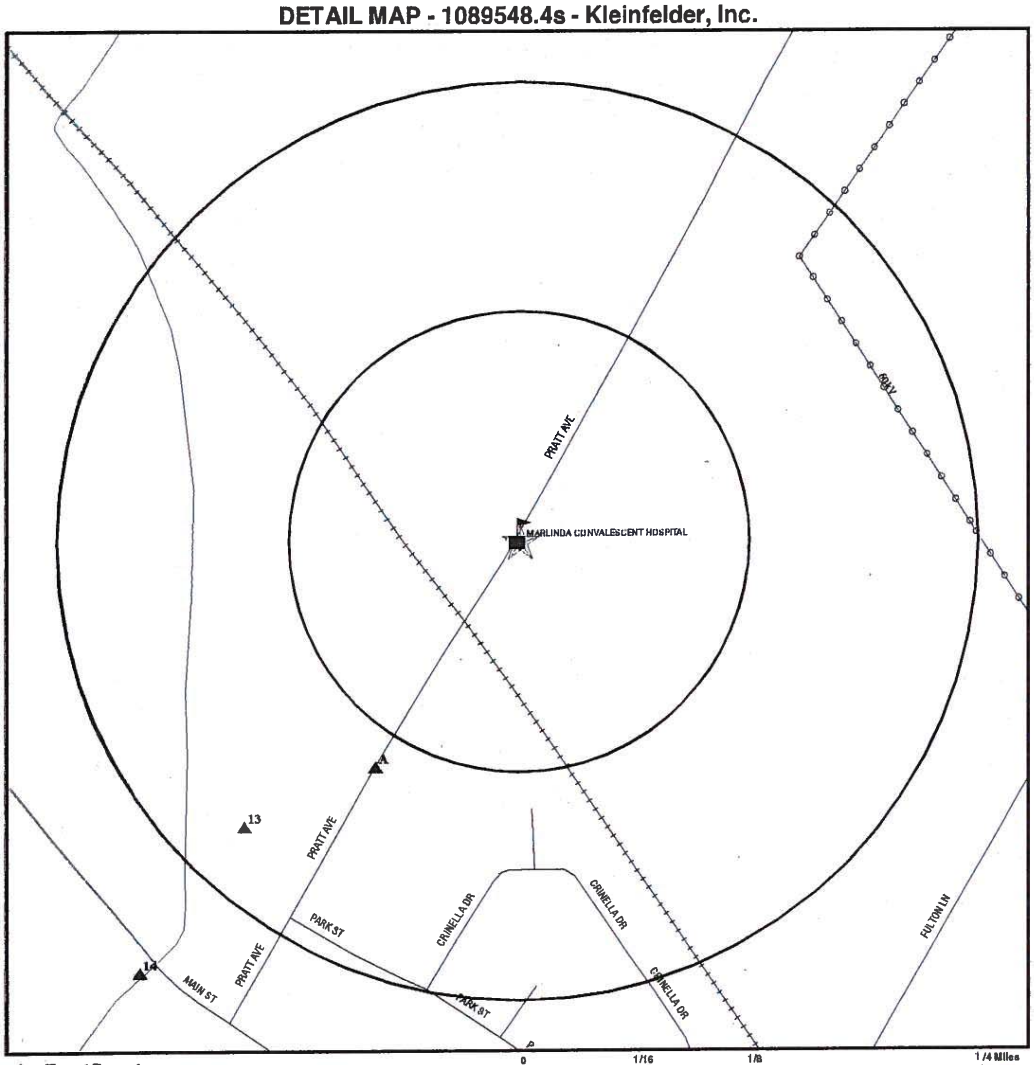
Agenda Item #5.2.

DETAIL MAP - 1089548.4s - Kleinfelder, Inc.



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Coal Gasification Sites
- Historical Gas Stations / Historical Dry Cleaners See the EDR Proprietary Historical Map Findings
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

TARGET PROPERTY:	830 Pratt Avenue	CUSTOMER:	Kleinfelder, Inc.
ADDRESS:	830 Pratt Avenue	CONTACT:	Jennifer Gomez
CITY/STATE/ZIP:	St. Helena CA 94574	INQUIRY #:	1089548.4s
LAT/LONG:	38.5134 / 122.4750	DATE:	November 26, 2003 1:01 pm

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL ASTM STANDARD								
NPL		1.250	0	0	0	0	0	0
Proposed NPL		1.250	0	0	0	0	0	0
CERCLIS		0.750	0	0	0	0	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.250	0	0	0	0	0	0
RCRIS-TSD		0.750	0	0	0	0	NR	0
RCRIS Lg. Quan. Gen.		0.500	0	0	0	NR	NR	0
RCRIS Sm. Quan. Gen.		0.500	0	0	0	NR	NR	0
ERNS		0.250	0	7	NR	NR	NR	7
STATE ASTM STANDARD								
AWP		1.250	0	0	0	0	0	0
Cal-Sites		1.250	0	0	0	0	0	0
CHMIRS		1.250	0	4	0	1	0	5
Cortese		1.250	0	0	3	6	6	15
Notify 65		1.250	0	0	0	0	0	0
Toxic Pits		1.250	0	0	0	0	0	0
State Landfill		0.750	0	0	0	0	NR	0
WMUDS/SWAT		0.750	0	0	0	0	NR	0
LUST		0.750	0	0	4	8	NR	12
CA Bond Exp. Plan		1.250	0	0	0	0	0	0
UST		0.500	0	0	4	NR	NR	4
VCP		0.750	0	0	0	0	NR	0
INDIAN UST		0.500	0	0	0	NR	NR	0
CA FID UST		0.500	0	0	1	NR	NR	1
HIST UST		0.250	0	1	NR	NR	NR	1
FEDERAL ASTM SUPPLEMENTAL								
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
STATE OR LOCAL ASTM SUPPLEMENTAL								
AST		TP	NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CLEANERS		0.250	0	0	NR	NR	NR	0
CA WDS		TP	NR	NR	NR	NR	NR	0
DEED		TP	NR	NR	NR	NR	NR	0
NFA		0.250	0	0	NR	NR	NR	0
EMI		TP	NR	NR	NR	NR	NR	0
REF		0.250	0	0	NR	NR	NR	0
SCH		0.250	0	0	NR	NR	NR	0
NFE		0.250	0	0	NR	NR	NR	0
CA SLIC		0.500	0	0	0	NR	NR	0
HAZNET		0.250	0	1	NR	NR	NR	1
EDR PROPRIETARY HISTORICAL DATABASES								
Gas Stations/Dry Cleaners		0.250	0	0	NR	NR	NR	0
Coal Gas		1.000	0	0	0	1	NR	1
BROWNFIELDS DATABASES								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
VCP		0.750	0	0	0	0	NR	0

NOTES:

See the EDR Proprietary Historical Database Section for details

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
A1 SSW 1/8-1/4 765 ft. Relative: Higher Actual: 261 ft.	LINO GUIDICI 999 PRATT AVE SAINT HELENA, CA 94574 Site 1 of 12 in cluster A	HIST UST	U001598317 N/A

UST HIST:

Facility ID:	59648	Facility Status:	Not reported
Total Tanks:	1	Region:	STATE
Owner Name:	LINO GUIDICI	Box Number:	Not reported
Owner Address:	999 PRATT AVE. SAINT HELENA, CA 94574		

A2 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE. SAINT HELENA, CA 02903 Site 2 of 12 in cluster A	CHMIRS	S105670184 N/A

CHMIRS:

OES Control Number:	02-6990
Chemical Name:	Cabernet Wine
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	02-6990
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	York Creek
Spill Site :	Merchant/Business
Cleanup By :	Reporting Party

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

\(Continued\) S105670184

Containment :	Yes
What Happened :	Release was discovered this morning coming out of a partially opened valve.
Type :	Gal\(s\)
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	12/23/2002 0001
Evacuations :	0
OES Control Number:	01-7036
Chemical Name:	Treated winery waste water
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	01-7036
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	York Creek
Spill Site :	Other
Cleanup By :	Unknown
Containment :	Yes
What Happened :	RP's neighbor advised her of physical failure of the dike which caused this release. The fluids flowed into York Creek which feeds into the Napa River. The Napa River is not believed to be a source of drinking water. Samples have been taken to determi

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S105670184
	Type : CHEMICAL Other : Not reported Chemical 1 : Not Reported Chemical 2 : Not Reported Chemical 3 : Not Reported Date/Time : 12/4/01 1515 Evacuations : 0		
A3 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE ST. HELENA, CA 94574 Site 3 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	93338307 N/A
A4 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVENUE 1000 PRATT AVENUE ST. HELENA, CA 94574 Site 4 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	91466561 N/A
A5 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE ST. HELENA, CA 94574 Site 5 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	93319779 N/A
A6 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	BERINGER VINEYARDS 1000 PRATT AVE ST. HELENA, CA 94574 Site 6 of 12 in cluster A HAZNET: Gepaid: CAL000049240 TSD EPA ID: CAT080014079 Gen County: Napa Tsd County: 7 Tons: 5.0275 Waste Category: Off-specification, aged, or surplus organics Disposal Method: Transfer Station Contact: BERINGER WINE ESTATES Telephone: \(707\) 963-7115 Mailing Address: PO BOX 111 SAINT HELENA, CA 94574 - 0111 County Napa	HAZNET	1000593014 N/A

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

BERINGER VINEYARDS \(Continued\) **1000593014**

Gepaid: CAL000049240
TSD EPA ID: CAT080014079
Gen County: Napa
Tsd County: 7
Tons: .3500
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

Gepaid: CAL000049240
TSD EPA ID: CAT080014079
Gen County: Napa
Tsd County: 7
Tons: .0030
Waste Category: Other organic solids
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

Gepaid: CAL000049240
TSD EPA ID: CAT080014079
Gen County: Napa
Tsd County: 7
Tons: 2.3350
Waste Category: Off-specification, aged, or surplus inorganics
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

Gepaid: CAL000049240
TSD EPA ID: CAD980884183
Gen County: Napa
Tsd County: Sacramento
Tons: .1850
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

The CA HAZNET database contains 7 additional records for this site.
Please click here or contact your EDR Account Executive for more information.

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BERINGER VINEYARDS \(Continued\)		**1000593014**
A7	**1000 PRATT AVENUE**	**ERNS**	**91209327**
SSW	**1000 PRATT AVENUE**		**N/A**
1/8-1/4	**ST. HELENA, CA**		
776 ft.			
	Site 7 of 12 in cluster A		
Relative:			
Higher	The ERNS database may contain additional details for this site.		
	Please click here or contact your EDR Account Executive for more information.		
Actual:			
261 ft.			
A8		**CHMIRS**	**S105661872**
SSW	**1000 PRATT AV**		**N/A**
1/8-1/4	**SAINT HELENA, CA 29038**		
776 ft.			
	Site 8 of 12 in cluster A		
Relative:			
Higher	CHMIRS:		
Actual:	OES Control Number: 99-1845		
261 ft.	Chemical Name: Mercury		
	Extent of Release: Not reported		
	Property Use: Not reported		
	Incident Date: Not reported		
	Date Completed: Not reported		
	Time Completed : Not reported		
	Agency Id Number : Not reported		
	Agency Incident Number : Not reported		
	OES Incident Number : 99-1845		
	Time Notified : Not reported		
	Surrounding Area : Not reported		
	Estimated Temperature : Not reported		
	Property Management : Not reported		
	More Than Two Substances Involved? : Not reported		
	Special Studies 1 : Not reported		
	Special Studies 2 : Not reported		
	Special Studies 3 : Not reported		
	Special Studies 4 : Not reported		
	Special Studies 5 : Not reported		
	Special Studies 6 : Not reported		
	Responding Agency Personel # Of Injuries : 0		
	Responding Agency Personel # Of Fatalities : 0		
	Resp Agncy Personel # Of Decontaminated : Not reported		
	Others Number Of Decontaminated : Not reported		
	Others Number Of Injuries : Not reported		
	Others Number Of Fatalities : Not reported		
	Vehicle Make/year : Not reported		
	Vehicle License Number : Not reported		
	Vehicle State : Not reported		
	Vehicle Id Number : Not reported		
	CA/DOT/PUC/ICC Number : Not reported		
	Company Name : Not reported		
	Reporting Officer Name/ID : Not reported		
	Report Date : Not reported		
	Comments : Not reported		
	Facility Telephone Number : Not reported		
	Waterway Involved : No		
	Waterway : Not reported		
	Spill Site : Industrial Plant		
	Cleanup By : Reporting Party		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		**S105661872**
	Containment : Yes What Happened : Cutting through a temperature probe, unaware of mercury content until it spilled. Type : CHEMICAL Other : Not reported Chemical 1 : Not Reported Chemical 2 : Not Reported Chemical 3 : Not Reported Date/Time : 4/27/99 1100 Evacuations : 0		
A9 **SSW** **1/8-1/4** **776 ft.** **Relative:** **Higher** **Actual:** **261 ft.**	**1000 PRATT AVE** **SAINT HELENA, CA 0** **Site 9 of 12 in cluster A**	**CHMIRS**	**S105654932** **N/A**
	CHMIRS: OES Control Number: 00-6036 Chemical Name: waste water Extent of Release: Not reported Property Use: Not reported Incident Date: Not reported Date Completed: Not reported Time Completed : Not reported Agency Id Number : Not reported Agency Incident Number : Not reported OES Incident Number : 00-6036 Time Notified : Not reported Surrounding Area : Not reported Estimated Temperature : Not reported Property Management : Not reported More Than Two Substances Involved? : Not reported Special Studies 1 : Not reported Special Studies 2 : Not reported Special Studies 3 : Not reported Special Studies 4 : Not reported Special Studies 5 : Not reported Special Studies 6 : Not reported Responding Agency Personel # Of Injuries : 0 Responding Agency Personel # Of Fatalities : 0 Resp Agncy Personel # Of Decontaminated : Not reported Others Number Of Decontaminated : Not reported Others Number Of Injuries : Not reported Others Number Of Fatalities : Not reported Vehicle Make/year : Not reported Vehicle License Number : Not reported Vehicle State : Not reported Vehicle Id Number : Not reported CA/DOT/PUC/ICC Number : Not reported Company Name : Not reported Reporting Officer Name/ID : Not reported Report Date : Not reported Comments : Not reported Facility Telephone Number : Not reported Waterway Involved : Yes Waterway : York Creek Spill Site : Merchant/Business Cleanup By : Reporting Party		

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

S105654932

\(Continued\)

Containment :	No
What Happened :	a pump failed and overflowed the catch basin which went to a creek
Type :	OTHER
Other :	from wine processing
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	12/19/00 815
Evacuations :	0
OES Control Number:	98-3634
Chemical Name:	Ammonia
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	98-3634
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Other
Cleanup By :	Responsible Party
Containment :	Yes
What Happened :	Pressure relief valve failed. System shut down. Substance contained within system. There is a possibly the sewage made it to the wineries ponds. They will check and advise.
Type :	CHEMICAL
Other :	liquid/gas

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S105654932
	Chemical 1 : Not Reported Chemical 2 : Not Reported Chemical 3 : Not Reported Date/Time : 8/9/98 Evacuations : 0		
A10 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE ST. HELENA, CA 94574 Site 10 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	98449690 N/A
A11 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE ST. HELENA, CA 94574 Site 11 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	99619491 N/A
A12 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE SAINT HELENA, CA 94574 Site 12 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	91215345 N/A
13 SW 1/8-1/4 1134 ft. Relative: Higher Actual: 269 ft.	1000 PRATTE AVENUE ST. HELENA, CA 94574 CHMIRS: OES Control Number: 9116262 Chemical Name: Not reported Extent of Release: Not reported Property Use: Manufacturing Incident Date: 03-APR-91 Date Completed: 03-APR-91 Time Completed : 2340 Agency Id Number : 28724 Agency Incident Number : HF 161 OES Incident Number : 9116262 Time Notified : 2250 Surrounding Area : 500 Estimated Temperature : 50 Property Management : P More Than Two Substances Involved? : N Special Studies 1 : Not reported Special Studies 2 : Not reported	CHMIRS	S100277438 N/A

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S100277438

Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	0
Others Number Of Decontaminated :	0
Others Number Of Injuries :	0
Others Number Of Fatalities :	0
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	JAQUELINE BERTAINA
Report Date :	04-APR-91
Comments :	Yes
Facility Telephone Number :	707 253-4269
Waterway Involved :	Not reported
Waterway :	Not reported
Spill Site :	Not reported
Cleanup By :	Not reported
Containment :	Not reported
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	Not reported
Evacuations :	Not reported

14
SW
1/4-1/2
1646 ft.

Relative:
Higher

Actual:
278 ft.

BERINGER VINEYARDS
2000 MAIN ST
ST HELENA, CA 94574

UST U003114822
LUST N/A
Cortese

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0019		
Reg Board:	2		
Chemical:	Misc. Motor Vehicle Fuels		
Lead Agency:	Regional Board		
Local Agency :	0		
Case Type:	Undefined		
Status:	Case Closed		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	02/02/1996	Confirm Leak:	02/02/1996
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	06/27/1997		
Release Date:	08/23/1989		
Cleanup Fund Id :	Not reported		
Discover Date :	08/23/1989		

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

BERINGER VINEYARDS \(Continued\) **U003114822**

Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 09/14/1989
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 28-0019
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 07/29/1997
Stop Date : 08/23/1989
Work Suspended : No
Responsible Party BLANK RP
RP Address: Not reported
Global Id: T0605500018
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500018
Facility Id: 28-0019
Entered Date: 09/14/1989
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 2000 MAIN ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BERINGER VINEYARDS \(Continued\)		**U003114822**

UST Napa County:
Facility ID: NAPA0020 Num of Tanks: 0
Region: NAPA

B15 SSE 1/4-1/2 2007 ft.	**ABRUZZINI PROPERTY 1030 FULTON LN ST HELENA, CA**	**LUST Cortese**	**S104162284 N/A**

Relative: Higher

Actual: 255 ft.

Site 1 of 6 in cluster B

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0002		
Reg Board:	2		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	Excavate and Dispose - remove contaminated soil and dispose in approved site		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	8/8/90	Prelim Assess:	8/8/90
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	05/15/1992		
Release Date:	04/02/1987		
Cleanup Fund Id :	Not reported		
Discover Date :	04/02/1987		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	04/02/1987		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	Yes		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	Not reported		
Local Case # :	18		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	08/10/1990		
Stop Date :	04/02/1987		
Work Suspended :	No		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ABRUZZINI PROPERTY \(Continued\)		**S104162284**

Responsible Party: BLANK RP
RP Address: Not reported
Global Id: T0605500001
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500001
Facility Id: 28-0002
Entered Date: 04/02/1987
Facility Status: Case Closed
Maximum Soil Concentration: 2885
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 1030 FULTON LN

B16 **SSE** **1/4-1/2** **2007 ft.** **Relative:** **Higher** **Actual:** **255 ft.**	**ABRUZZINI PROPERTY** **1030 FULTON LANE** **ST HELENA, CA 94574**	**LUST**	**S105109539** **N/A**

Site 2 of 6 in cluster B

LUST NAPA County:
Facility ID: NAPA0018
Region: NAPA
Date Closed: 05/15/1992

B17 **SSE** **1/4-1/2** **2007 ft.** **Relative:** **Higher** **Actual:** **255 ft.**	**RON ABRUZZINI** **1030 FULTON LN** **ST HELENA, CA 94574**	**CA FID UST**	**S101624086** **N/A**

Site 3 of 6 in cluster B

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	RON ABRUZZINI \(Continued\)		**S101624086**

FID:

Facility ID:	28000007	Regulate ID:	00054371
Reg By:	Inactive Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Inactive	Facility Tel:	\(707\) 226-2674
Mail To:	Not reported 1222 RIVER PARK BLVD ST HELENA, CA 94574		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

B18 **SSE** **1/4-1/2** **2007 ft.** **Relative:** **Higher** **Actual:** **255 ft.**	**ABRUZZINI PROPERTY** **1030 FULTON LANE** **ST HELENA, CA 94574** **Site 4 of 6 in cluster B**	**UST** **HIST UST**	**U001598334** **N/A**

UST HIST:

Facility ID:	54371	Facility Status:	Not reported
Total Tanks:	2	Region:	STATE
Owner Name:	RON ABRUZZINI	Box Number:	Not reported
Owner Address:	1222 RIVER PARK BLVD. NAPA, CA 94559		

UST Napa County:

Facility ID:	NAPA0018	Num of Tanks:	0
Region:	NAPA		

B19 **SSE** **1/4-1/2** **2138 ft.** **Relative:** **Higher** **Actual:** **258 ft.**	**HELEN PASCHICH ESTATE** **1078 FULTON LANE** **ST HELENA, CA 94574** **Site 5 of 6 in cluster B**	**UST** **LUST** **Cortese** **HIST UST**	**U001596441** **N/A**

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0134		
Reg Board:	2		
Chemical:	Misc. Motor Vehicle Fuels		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	Excavate and Treat - remove contaminated soil and treat \(includes spreading or land farming\)		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	12/10/1992		
Release Date:	04/09/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	08/23/1989		

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

HELEN PASCHICH ESTATE \(Continued\) **U001596441**

Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 09/14/1989
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : Yes
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 200
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 03/04/1993
Stop Date : 08/23/1989
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500123
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500123
Facility Id: 28-0134
Entered Date: 09/14/1989
Facility Status: Case Closed
Maximum Soil Concentration: 5
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

LUST NAPA County:
Facility ID: NAPA0200
Region: NAPA

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MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	HELEN PASCHICH ESTATE \(Continued\)		**U001596441**
	Date Closed: 12/10/1992		
	CORTESE:		
	Region: CORTESE		
	Fac Address 2: 1078 FULTON LN		
	UST HIST:		
	Facility ID: 48591 — Facility Status: Not reported		
	Total Tanks: 1 — Region: STATE		
	Owner Name: L.J. PASCHICH — Box Number: Not reported		
	Owner Address: 2130 PICKETT RD. CALISTOGA, CA 94515		
	UST Napa County:		
	Facility ID: NAPA0200 — Num of Tanks: 0		
	Region: NAPA		
B20 / **SSE** / **1/4-1/2** / **2144 ft.** / **Relative: Higher** / **Actual: 259 ft.**	**NICHOLLS, FREEMAN** / **1080 FULTON LN** / **ST HELENA, CA 94574**	**UST**	**U003114688** / **N/A**
	Site 6 of 6 in cluster B		
	UST Napa County:		
	Facility ID: NAPA0590 — Num of Tanks: 0		
	Region: NAPA		
C21 / **SSE** / **1/2-1** / **2854 ft.** / **Relative: Higher** / **Actual: 258 ft.**	**ST HELENA POLICE DEPARTMENT** / **1480 MAIN ST** / **ST HELENA, CA 94574**	**LUST** / **Cortese**	**S102438003** / **N/A**
	Site 1 of 2 in cluster C		
	State LUST:		
	Cross Street: Not reported		
	Qty Leaked: Not reported		
	Case Number 28-0210		
	Reg Board: 2		
	Chemical: Diesel		
	Lead Agency: Local Agency		
	Local Agency : 0		
	Case Type: Undefined		
	Status: Leak being confirmed		
	Abate Method: No Action Taken - no action has as yet been taken at the site		
	Review Date: 08/20/1996 — Confirm Leak: 08/20/1996		
	Workplan: Not reported — Prelim Assess: Not reported		
	Pollution Char: Not reported — Remed Plan: Not reported		
	Remed Action: Not reported		
	Monitoring: Not reported		
	Close Date: Not reported		
	Release Date: 05/20/1991		
	Cleanup Fund Id : Not reported		
	Discover Date : 06/07/1991		
	Enforcement Dt : Not reported		
	Enf Type: Not reported		
	Enter Date : 12/29/1992		
	Funding: Federal Funds		
	Staff Initials: JMC		
	How Discovered: Tank Closure		
	How Stopped: Not reported		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA POLICE DEPARTMENT \(Continued\)		**S102438003**

Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 398
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 08/20/1996
Stop Date : 06/07/1991
Work Suspended : No
Responsible Party: BLANK RP
RP Address: Not reported
Global Id: T0605500189
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500189
Facility Id: 28-0210
Entered Date: 12/29/1992
Facility Status: Leak being confirmed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: Not reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
C22 SSE 1/2-1 2854 ft. Relative: Higher Actual: 258 ft.	ST. HELENA CITY POLICE DEPARTM 1480 MAIN ST SAINT HELENA, CA 94574 Site 2 of 2 in cluster C LUST NAPA County: Facility ID: NAPA0398 Region: NAPA Date Closed: / / UST Napa County: Facility ID: NAPA0398 Num of Tanks: 0 Region: NAPA	UST LUST	U003114820 N/A
23 NNE 1/2-1 2939 ft. Relative: Higher Actual: 342 ft.	GIN PROPERTY 3473 ST HELENA HWY ST HELENA, CA 94574 State LUST: Cross Street: Not reported Qty Leaked: Not reported Case Number 28-0226 Reg Board: 2 Chemical: Gasoline Lead Agency: Regional Board Local Agency : 0 Case Type: Soil only Status: Leak being confirmed Abate Method: Excavate and Treat - remove contaminated soil and treat \(includes spreading or land farming\) Review Date: 03/26/1993 Confirm Leak: 03/26/1993 Workplan: Not reported Prelim Assess: Not reported Pollution Char: Not reported Remed Plan: Not reported Remed Action: Not reported Monitoring: Not reported Close Date: Not reported Release Date: 03/22/1993 Cleanup Fund Id : Not reported Discover Date : 02/16/1993 Enforcement Dt : Not reported Enf Type: DLLET Enter Date : 03/25/1993 Funding: Federal Funds Staff Initials: ZZZ How Discovered: Tank Closure How Stopped: Not reported Interim : Yes Leak Cause: Structure Failure Leak Source: Tank MTBE Date : / / Max MTBE GW : 0 Parts per Billion MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed. Priority: Not reported Local Case # : 28-0226 Beneficial: Not reported Staff : MRC GW Qualifier : Not reported Max MTBE Soil : Not reported Soil Qualifier : Not reported	LUST	S101299178 N/A

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	GIN PROPERTY \(Continued\)		**S101299178**

Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 07/11/2001
Stop Date : 02/16/1993
Work Suspended : No
Responsible Party BLANK RP
RP Address: Not reported
Global Id: T0605591140
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605591140
Facility Id: 28-0226
Entered Date: 03/25/1993
Facility Status: Leak being confirmed
Maximum Soil Concentration: 170
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

---

24 / South / 1/2-1 / 3103 ft.	**JAEGER PROPERTY** **1665 SPRING MOUNTAIN RD** **ST HELENA, CA 94574**	**LUST** **Cortese**	**S104165861** **N/A**
Relative: Higher **Actual: 284 ft.**			

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number 28-0079
Reg Board: 2
Chemical: Unleaded Gasoline
Lead Agency: Regional Board
Local Agency : 0
Case Type: Undefined
Status: Case Closed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: Not reported
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: Not reported
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 10/06/1995
Release Date: 03/23/1989
Cleanup Fund Id : Not reported

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

JAEGER PROPERTY \(Continued\) **S104165861**

Discover Date : 03/23/1989
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 08/08/1989
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: Not reported
Local Case # : 28-0079
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 10/06/1995
Stop Date : 03/23/1989
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500072
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500072
Facility Id: 28-0079
Entered Date: 08/08/1989
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE

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MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	JAEGER PROPERTY \(Continued\)		**S104165861**
	Fac Address 2: 1665 SPRING MOUNTAIN RD		
D25 **SSE** **1/2-1** **3258 ft.** **Relative: Higher** **Actual: 253 ft.**	**ST. HELENA CHEVRON STATION #90** **1400 MAIN ST** **SAINT HELENA, CA 94574**	**UST** **LUST**	**U003114818** **N/A**
	Site 1 of 5 in cluster D		
	LUST NAPA County:		
	Facility ID: NAPA0255		
	Region: NAPA		
	Date Closed: / /		
	State UST:		
	Facility ID: NAPA0255		
	Region: STATE		
	Local Agency: 28000		
	UST Napa County:		
	Facility ID: NAPA0255 Num of Tanks: 2		
	Region: NAPA		
D26 **SSE** **1/2-1** **3312 ft.** **Relative: Higher** **Actual: 254 ft.**	**CHEVRON** **1400 MAIN ST** **ST HELENA, CA**	**LUST** **Cortese**	**S105030297** **N/A**
	Site 2 of 5 in cluster D		
	State LUST:		
	Cross Street: Adams Street		
	Qty Leaked: Not reported		
	Case Number 28-0211		
	Reg Board: 2		
	Chemical: Waste Oil		
	Lead Agency: Local Agency		
	Local Agency : 0		
	Case Type: Other ground water affected		
	Status: No Action		
	Abate Method: No Action Taken - no action has as yet been taken at the site		
	Review Date: Not reported Confirm Leak: Not reported		
	Workplan: 5/15/92 Prelim Assess: 5/15/92		
	Pollution Char: Not reported Remed Plan: Not reported		
	Remed Action: Not reported		
	Monitoring: Not reported		
	Close Date: Not reported		
	Release Date: 09/03/1991		
	Cleanup Fund Id : Not reported		
	Discover Date : 03/15/1997		
	Enforcement Dt : Not reported		
	Enf Type: Not reported		
	Enter Date : 10/21/1991		
	Funding: Federal Funds		
	Staff Initials: JMC		
	How Discovered: Tank Closure		
	How Stopped: Not reported		
	Interim : No		
	Leak Cause: Structure Failure		
	Leak Source: Tank		
	MTBE Date : 09/10/2002		

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

CHEVRON \(Continued\) **S105030297**

Max MTBE GW : 6 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Local Case # : 255
Beneficial: AGR, GWR, MUN, WILD
Staff : MRC
GW Qualifier : =
Max MTBE Soil : 15 Parts per Million
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 07/25/2002
Stop Date : 08/23/1991
Work Suspended : No
Responsible Party BLANK RP
RP Address: Not reported
Global Id: T0605500190
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 7
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500190
Facility Id: 28-0211
Entered Date: 10/21/1991
Facility Status: Preliminary site assessment underway
Maximum Soil Concentration: 160
Maximum Groundwater Impact: 63000
County : Napa
Current Benzene: 10
MTBE Detected In GW: 850
MTBE Detected In Soil: 15
MTBE: 240
MTBE Qualify: =

CORTESE:
Region: CORTESE
Fac Address 2: 1400 MAIN ST

Region: CORTESE
Fac Address 2: 1400 MAIN ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
D27 SSE 1/2-1 3350 ft. Relative: Higher Actual: 252 ft.	**MAIN STREET SERVICE** **1380 MAIN ST** **SAINT HELENA, CA 94574**	UST LUST HIST UST	U001598343 N/A

Site 3 of 5 in cluster D

LUST NAPA County:
- Facility ID: NAPA0199
- Region: NAPA
- Date Closed: / /

UST HIST:
- Facility ID: 52024
- Total Tanks: 5
- Owner Name: PATRICK D SCOTT
- Owner Address: 90 DAHLIA ST ST. HELENA, CA 94574
- Facility Status: Not reported
- Region: STATE
- Box Number: Not reported

UST Napa County:
- Facility ID: NAPA0199
- Region: NAPA
- Num of Tanks: 0

D28 SSE 1/2-1 3350 ft. Relative: Higher Actual: 252 ft.	**UNION 76** **1380 MAIN ST** **ST HELENA, CA 94574**	LUST Cortese	S102439588 N/A

Site 4 of 5 in cluster D

State LUST:
- Cross Street: Adams Street
- Qty Leaked: Not reported
- Case Number 28-0175
- Reg Board: 2
- Chemical: 0
- Lead Agency: Local Agency
- Local Agency : 0
- Case Type: Other ground water affected
- Status: Post remedial action monitoring
- Abate Method: No Action Taken - no action has as yet been taken at the site
- Review Date: 04/10/1989
- Workplan: Not reported
- Pollution Char: Not reported
- Remed Action: Not reported
- Monitoring: 5/9/00
- Close Date: Not reported
- Release Date: 05/08/1989
- Cleanup Fund Id : Not reported
- Discover Date : 03/22/1989
- Enforcement Dt : Not reported
- Enf Type: Not reported
- Enter Date : 07/27/1989
- Funding: Federal Funds
- Staff Initials: JMC
- How Discovered: Tank Closure
- How Stopped: Close Tank
- Interim : No
- Leak Cause: Structure Failure
- Leak Source: Tank
- MTBE Date : 01/02/1965
- Max MTBE GW : 2600 Parts per Billion
- MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
- Priority: Not reported
- Confirm Leak: 04/10/1989
- Prelim Assess: Not reported
- Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

UNION 76 \(Continued\) S102439588

Local Case # : 199
Beneficial: GWR, PROC, IND, MUN, SPWN, REC-1, WILD
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 02/26/2003
Stop Date : 05/17/1989
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500159
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

Cross Street: ADAMS ST
Qty Leaked: Not reported
Case Number 28-0295
Reg Board: 2
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 0
Case Type: Other ground water affected
Status: Leak being confirmed
Review Date: 12/14/1998
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Release Date: 12/14/1998
Cleanup Fund Id : Not reported
Discover Date : 12/14/1998
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 01/15/1999
Funding: Not reported
Staff Initials: JMB
How Discovered: Tank Closure
How Stopped: Not reported
Interim : Not reported
Leak Cause: UNK
Leak Source: UNK
MTBE Date : 01/02/1965
Max MTBE GW : 26000 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected

Confirm Leak: 12/14/1998
Prelim Assess: Not reported
Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation | Site | MAP FINDINGS | Database(s) | EDR ID Number EPA ID Number

UNION 76 \(Continued\) **S102439588**

Priority: Not reported
Local Case # : 280295
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 04/09/1999
Stop Date : 12/14/1998
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500251
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500159
Facility Id: 28-0175
Entered Date: 07/27/1989
Facility Status: Post remedial action monitoring
Maximum Soil Concentration: 230
Maximum Groundwater Impact: 2600
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: 2600
MTBE Detected in Soil: Not reported
MTBE: 2600
MTBE Qualify: Not reported
Region: 2
Case Number: T0605500251
Facility Id: 28-0295
Entered Date: 01/15/1999
Facility Status: Leak being confirmed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 26000
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: 26000
MTBE Detected in Soil: Not reported
MTBE: 26000
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 1380 MAIN ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	UNION 76 \(Continued\)		**S102439588**
	Region: CORTESE Fac Address 2: 1380 MAIN ST		
D29 **SSE** **1/2-1** **3482 ft.** **Relative:** **Higher** **Actual:** **250 ft.**	**1354 MAIN ST.** **SAINT HELENA, CA 95401** **Site 5 of 5 in cluster D**	**CHMIRS**	**S105883515** **N/A**

CHMIRS:

OES Control Number:	02-1785
Chemical Name:	Mineral Oil
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	02-1785
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Road
Cleanup By :	Reporting Party
Containment :	Yes
What Happened :	A leak from tranformer over a two day period.
Type :	Gal\(s\)
Other :	non pcb's
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S105883515

Date/Time : 3/30/2002 1230
Evacuations : 0

30 SSE 1/2-1 4070 ft.	PACIFIC BELL 1240 OAK STREET SAINT HELENA, CA 94574	RCRIS-SQG FINDS LUST Cortese HAZNET	1000251880 CAT080029341

Relative: Lower

Actual: 244 ft.

RCRIS:
Owner: NOT REQUIRED
\(415\) 555-1212
EPA ID: CAT080029341
Contact: Not reported
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site:
Facility Registry System \(FRS\)
Resource Conservation and Recovery Act Information system \(RCRAINFO\)

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0128		
Reg Board:	2		
Chemical:	Diesel		
Lead Agency:	Regional Board		
Local Agency :	0		
Case Type:	Other ground water affected		
Status:	Case Closed		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	08/08/1996		
Release Date:	09/04/1986		
Cleanup Fund Id :	Not reported		
Discover Date :	09/04/1986		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	09/04/1986		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Not Required to be Tested.		
Priority:	Not reported		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	PACIFIC BELL \(Continued\)		**1000251880**

Local Case # : 54
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 10/29/1999
Stop Date : 09/04/1986
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500117
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500117
Facility Id: 28-0128
Entered Date: 09/04/1986
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 170
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

LUST NAPA County:
Facility ID: NAPA0054
Region: NAPA
Date Closed: 07/23/1996

HAZNET:
Gepaid: CAT080029341
TSD EPA ID: CAD043260702
Gen County: Napa
Tsd County: San Mateo
Tons: .0000
Waste Category:
Disposal Method: Recycler
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

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MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

PACIFIC BELL \(Continued\) 1000251880

Gepaid: CAT080029341
TSD EPA ID: CAD043260702
Gen County: Napa
Tsd County: San Mateo
Tons: 20.0160
Waste Category: Tank bottom waste
Disposal Method: Not reported
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Gepaid: CAT080029341
TSD EPA ID: CAD083166728
Gen County: Napa
Tsd County: Stanislaus
Tons: .3127
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Gepaid: CAT080029341
TSD EPA ID: CAD981388952
Gen County: Napa
Tsd County: Shasta
Tons: .0000
Waste Category: Asbestos-containing waste
Disposal Method: Disposal, Land Fill
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Gepaid: CAT080029341
TSD EPA ID: CAD083166728
Gen County: Napa
Tsd County: Stanislaus
Tons: .6087
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

The CA HAZNET database contains 2 additional records for this site.
Please click here or contact your EDR Account Executive for more information.

CORTESE:
Region: CORTESE
Fac Address 2: 1240 OAK ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	PACIFIC BELL \(Continued\)		1000251880
31 SSE 1/2-1 4330 ft. Relative: Lower Actual: 231 ft.	BP 1108 MAIN ST ST HELENA, CA 94574	LUST Cortese	S104025332 N/A

State LUST:

Cross Street:	Pope Street		
Qty Leaked:	Not reported		
Case Number	28-0186		
Reg Board:	2		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Other ground water affected		
Status:	Remedial action \(cleanup\) Underway		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	4/26/02	Remed Plan:	4/26/02
Remed Action:	9/11/02		
Monitoring:	Not reported		
Close Date:	Not reported		
Release Date:	12/17/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	12/17/1990		
Enforcement Dt :	11/13/92		
Enf Type:	EF		
Enter Date :	03/11/1991		
Funding:	Federal Funds		
Staff Initials:	JMB		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	06/28/2002		
Max MTBE GW :	2700 Parts per Billion		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	243		
Beneficial:	AGR, GWR, MUN, WILD		
Staff :	MRC		
GW Qualifier :	=		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	06/01/1999		
Stop Date :	12/17/1990		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500168		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	7		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BP \(Continued\)		**S104025332**

Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500168
Facility Id: 28-0186
Entered Date: 03/11/1991
Facility Status: Remedial action \(cleanup\) Underway
Maximum Soil Concentration: 190
Maximum Groundwater Impact: 9999999
County : Napa
Current Benzene: 190
MTBE Detected in GW: 2800
MTBE Detected in Soil: Not reported
MTBE: 110
MTBE Qualify: =

CORTESE:
Region: CORTESE
Fac Address 2: 1108 MAIN ST

E32 / SSE / > 1 / 5283 ft.
Relative: Lower
Actual: 228 ft.

ST HELENA PETROLEUM INC
929 MAIN ST
ST HELENA, CA

LUST **S104025337**
Cortese **N/A**

Site 1 of 2 in cluster E

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number 28-0201
Reg Board: 2
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 0
Case Type: Other ground water affected
Status: Case Closed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: 08/05/1992
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 05/29/1997
Release Date: 08/05/1992
Cleanup Fund Id : Not reported
Discover Date : 04/09/1992
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 09/23/1992
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No
Confirm Leak: 08/05/1992
Prelim Assess: Not reported
Remed Plan: Not reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA PETROLEUM INC \(Continued\)		**S104025337**

Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: Not reported
Local Case # : 144
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 10/29/1999
Stop Date : 04/09/1992
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500182
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500182
Facility Id: 28-0201
Entered Date: 09/23/1992
Facility Status: Case Closed
Maximum Soil Concentration: 230
Maximum Groundwater Impact: 6400
County : Napa
Current Benzene: 15
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 929 MAIN ST

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
E33 SE > 1 5314 ft.	ST HELENA PETROLEUM 905 MAIN ST ST HELENA, CA 94574	LUST Cortese	S104025320 N/A

MAP FINDINGS

Site 2 of 2 in cluster E

Relative: Lower

Actual: 229 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0117		
Reg Board:	2		
Chemical:	Misc. Motor Vehicle Fuels		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	Excavate and Treat - remove contaminated soil and treat \(includes spreading or land farming\)		
Review Date:	03/04/1987	Confirm Leak:	03/04/1987
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	05/29/1997		
Release Date:	02/23/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	02/27/1990		
Enforcement Dt :	4/4/90		
Enf Type:	EF		
Enter Date :	03/26/1990		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	Yes		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Not Required to be Tested.		
Priority:	Not reported		
Local Case # :	145		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	10/29/1999		
Stop Date :	02/27/1990		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500109		
Org Name:	Not reported		
Contact Person:	Not reported		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA PETROLEUM \(Continued\)		**S104025320**

MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500109
Facility Id: 28-0117
Entered Date: 03/26/1990
Facility Status: Case Closed
Maximum Soil Concentration: 1700
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected In GW: Not reported
MTBE Detected In Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 905 MAIN ST

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34 / **SSE** / **> 1** / **5467 ft.**	**ST HELENA CITY CORPORATION YARD** **1405 CHARTER OAK** **ST HELENA, CA 94574**	**LUST** **Cortese**	**S104025338** **N/A**

Relative: **Lower**

Actual: **235 ft.**

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number: 28-0205
Reg Board: 2
Chemical: Diesel
Lead Agency: Local Agency
Local Agency : 0
Case Type: Undefined
Status: Leak being confirmed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: 08/20/1996
Confirm Leak: 08/20/1996
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: Not reported
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Release Date: 06/03/1991
Cleanup Fund Id : Not reported
Discover Date : 06/07/1991
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 12/29/1992
Funding: Federal Funds
Staff Initials: JMC
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation | Site | Database(s) | EDR ID Number / EPA ID Number

ST HELENA CITY CORPORATION YARD \(Continued\) — **S104025338**

Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 608
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 07/27/2000
Stop Date : 06/07/1991
Work Suspended : No
Responsible Party: BLANK RP
RP Address: Not reported
Global Id: T0605500185
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500185
Facility Id: 28-0205
Entered Date: 12/29/1992
Facility Status: Leak being confirmed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: Not reported

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MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
35 SE > 1 5923 ft.	BELLANI RESIDENCE 738 MAIN ST ST HELENA, CA 94574	UST LUST Cortese	U003114816 N/A

Relative: Lower

Actual: 234 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0017		
Reg Board:	2		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	07/06/1989	Confirm Leak:	07/06/1989
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	06/24/1997		
Release Date:	04/05/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	04/09/1990		
Enforcement Dt :	12/24/91		
Enf Type:	EF		
Enter Date :	04/23/1990		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	Not reported		
Local Case # :	283		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	11/21/1996		
Stop Date :	04/09/1990		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500016		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	0		
Mtbe Fuel:	1		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BELLANI RESIDENCE \(Continued\)		**U003114816**

Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500016
Facility Id: 28-0017
Entered Date: 04/23/1990
Facility Status: Case Closed
Maximum Soil Concentration: 4800
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

LUST NAPA County:
Facility ID: NAPA0283
Region: NAPA
Date Closed: 06/24/1997

CORTESE:
Region: CORTESE
Fac Address 2: 738 MAIN ST

UST Napa County:
Facility ID: NAPA0283 Num of Tanks: 0
Region: NAPA

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36 / **South** / **> 1** / **6336 ft.** / **Relative: Higher** / **Actual: 267 ft.**	**ST HELENA CEMETERY ASSOC** **2461 2 SPRING ST** **ST HELENA, CA 94574**	**LUST** **Cortese**	**S104156903** **N/A**

LUST Region 2:
Region: 2
Case Number: T0605500143
Facility Id: 28-0159
Entered Date: 01/06/1992
Facility Status: Pollution Characterization
Maximum Soil Concentration: 2000
Maximum Groundwater Impact: 45000
County : Napa
Current Benzene: 65
MTBE Detected in GW: 930
MTBE Detected in Soil: .11
MTBE: 1
MTBE Qualify: =

CORTESE:
Region: CORTESE
Fac Address 2: 2461 2 SPRING ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA CEMETERY ASSOC \(Continued\)		S104156903
37 SE > 1 6506 ft.	EPPS CHEVROLET 555 MAIN ST ST HELENA, CA 94574	LUST Cortese HAZNET	S104165817 N/A

Relative: Lower

Actual: 234 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0267		
Reg Board:	2		
Chemical:	Waste Oil		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Review Date:	02/05/1996	Confirm Leak:	02/05/1996
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	10/13/2000		
Release Date:	05/04/1995		
Cleanup Fund Id :	Not reported		
Discover Date :	02/14/1995		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	06/20/1995		
Funding:	Not reported		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Corrosion		
Leak Source:	Tank		
MTBE Date :	01/02/1965		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	639		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	03/06/2001		
Stop Date :	02/14/1995		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500229		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	1		
Mtbe Fuel:	0		

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation | Site | Database(s) | EDR ID Number / EPA ID Number

EPPS CHEVROLET \(Continued\) **S104165817**

Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500229
Facility Id: 28-0267
Entered Date: 06/20/1995
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: No
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: ND

HAZNET:
Gepaid: CAC000726816
TSD EPA ID: CAD009466392
Gen County: Napa
Tsd County: 7
Tons: .2500
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Contact: JEFFREY EPPS
Telephone: \(707\) 963-3681
Mailing Address: 555 MAIN STREET
SAINT HELENA, CA 94574
County Napa

CORTESE:
Region: CORTESE
Fac Address 2: 555 MAIN ST

MAP FINDINGS - EDR PROPRIETARY HISTORICAL DATABASES

YEAR	NAME	ADDRESS	CITY	ST	DIR.	DIST.	ELEV.	TYPE
N/A	ST. HELENA GAS CO.	SOUTH OF 1061 MAIN STREET	ST. HELENA	CA	SSE	1/2-1	Higher	NAPA COUNTY

Description: St. Helena Gas Works is south of Main Street and east of the dead end of Oak Str Sulphur Spring Creek. 1929, site called Napa Valley Electric Co. By 1944, site and Electric St. Helena Sub Station, gas holders gone.

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EDR Historical Gas Station & Dry Cleaner Search: No mapped sites were found in EDR's search of the EDR Historical Gas Station & Dry Cleaner Database within 0.250 mile of the Target Property.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HELENA	S103666643	FLORA SPRINGS WINE CO	607 SOUTH HELENA SAINT	94574	HAZNET
NAPA	S105086055	CALTRANS DIST 4	RT 128 P.M. 18.2	94574	HAZNET
RUTHERFORD	U001598311	JEAN CLAUDE BOISSET LION IMPOR	8440 ST. HELENA HWY	94574	HIST UST
SAINT HELENA	S103967578	HENDRICK SMEDING	1371 / 1375 MAIN ST	94574	HAZNET
SAINT HELENA	S104575107	NAPA COUNTY UPPER VALLEY WASTE MGMT AG	1673 HWY 29	94574	HAZNET
SAINT HELENA	S105084657	CALTRANS	ROUTE 29 IN SULPHUR CREEK	94574	HAZNET
ST HELENA	U003114713	KUHN PROPERTY	0 HWY 128	94574	UST
ST HELENA	S105026749	TRIPOLI MARKET	607 HWY 29	94574	LUST, Cortese
ST HELENA	S105722400	C MONDAVI & SONS	2800 ST HELENA HIGHWAY	94574	HAZNET
ST HELENA	U003114989	PAT GOLDEN	3291 ST. HELENA HWY	94574	UST
ST HELENA	1003878942	PG&E GAS PLANT ST HELENA	MAIN ST BR BRIDGE	94574	CERC-NFRAP
ST HELENA	S106027709	ST HELENA CEMETERY ASSOC	SPRING ST	94574	LUST
ST. HELENA	U001598332	RICHARD A. KUHN	HWY 128	94574	HIST UST
ST. HELENA	U001598273	BERINGER VINEYARDS	2000 MAIN STREET	94574	HIST UST
ST. HELENA	U001598278	COLLINS VINEYARD	3486 N. ST. HELENA HWY	94574	HIST UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/22/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 11/03/03

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 6
Telephone: 214-655-6659

EPA Region 8
Telephone: 303-312-6774

Proposed NPL: Proposed National Priority List Sites
Source: EPA
Telephone: N/A

Date of Government Version: 06/10/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 11/03/03

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 09/11/03
Date Made Active at EDR: 10/29/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/24/03
Elapsed ASTM days: 35
Date of Last EDR Contact: 09/24/03

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/11/03
Date Made Active at EDR: 10/29/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/24/03
Elapsed ASTM days: 35
Date of Last EDR Contact: 09/24/03

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/17/03
Date Made Active at EDR: 11/11/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 10/01/03
Elapsed ASTM days: 41
Date of Last EDR Contact: 09/08/03

RCRIS: Resource Conservation and Recovery Information System
Source: EPA
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/10/03
Date Made Active at EDR: 10/01/03
Database Release Frequency: Varies

Date of Data Arrival at EDR: 09/11/03
Elapsed ASTM days: 20
Date of Last EDR Contact: 11/18/03

ERNS: Emergency Response Notification System
Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/02
Date Made Active at EDR: 02/03/03
Database Release Frequency: Annually

Date of Data Arrival at EDR: 01/27/03
Elapsed ASTM days: 7
Date of Last EDR Contact: 10/27/03

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/01/01
Database Release Frequency: Biennially

Date of Last EDR Contact: 10/01/03
Date of Next Scheduled EDR Contact: 12/15/03

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision
Source: EPA
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/09/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/08/03
Date of Next Scheduled EDR Contact: 01/05/04

DELISTED NPL: National Priority List Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/22/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/25/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/23/03
Date of Next Scheduled EDR Contact: 01/19/04

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/16/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 08/27/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/01/03
Date of Next Scheduled EDR Contact: 12/29/03

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 202-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-564-3887
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/30/03
Database Release Frequency: Annually

Date of Last EDR Contact: 11/12/03
Date of Next Scheduled EDR Contact: 02/09/04

DOD: Department of Defense Sites
Source: USGS
Telephone: 703-648-5920
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/12/03
Date of Next Scheduled EDR Contact: 02/09/04

STORMWATER: Storm Water General Permits
Source: Environmental Protection Agency
Telephone: 202 564-0746
A listing of all facilities with Storm Water General Permits.

Date of Government Version: N/A
Database Release Frequency: Quarterly

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 07/15/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

RMP: Risk Management Plans
Source: Environmental Protection Agency
Telephone: 202-564-8600
When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Database Release Frequency: N/A

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-5521
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/08/03

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA
Telephone: 202-564-2501

Date of Government Version: 10/16/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

SSTS: Section 7 Tracking Systems
Source: EPA
Telephone: 202-564-5008
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/16/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

STATE OF CALIFORNIA ASTM STANDARD RECORDS

AWP: Annual Workplan Sites
Source: California Environmental Protection Agency
Telephone: 916-323-3400
Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 08/31/03
Date Made Active at EDR: 09/17/03
Database Release Frequency: Annually

Date of Data Arrival at EDR: 09/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 09/02/03

CAL-SITES: Calsites Database
Source: Department of Toxic Substance Control
Telephone: 916-323-3400
The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 08/31/03
Date Made Active at EDR: 09/17/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 09/02/03

CHMIRS: California Hazardous Material Incident Report System
Source: Office of Emergency Services
Telephone: 916-845-8400
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/02
Date Made Active at EDR: 08/07/03
Database Release Frequency: Varies

Date of Data Arrival at EDR: 07/11/03
Elapsed ASTM days: 27
Date of Last EDR Contact: 08/25/03

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-9100
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 04/01/01
Date Made Active at EDR: 07/26/01
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 05/29/01
Elapsed ASTM days: 58
Date of Last EDR Contact: 10/27/03

NOTIFY 65: Proposition 65 Records
Source: State Water Resources Control Board
Telephone: 916-445-3846
Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/93
Date Made Active at EDR: 11/19/93
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 11/01/93
Elapsed ASTM days: 18
Date of Last EDR Contact: 10/20/03

TOXIC PITS: Toxic Pits Cleanup Act Sites
Source: State Water Resources Control Board
Telephone: 916-227-4364
Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/95
Date Made Active at EDR: 09/26/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 08/30/95
Elapsed ASTM days: 27
Date of Last EDR Contact: 11/03/03

SWF/LF (SWIS): Solid Waste Information System
Source: Integrated Waste Management Board
Telephone: 916-341-6320
Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/12/03
Date Made Active at EDR: 10/16/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/15/03
Elapsed ASTM days: 31
Date of Last EDR Contact: 09/15/03

WMUDS/SWAT: Waste Management Unit Database
Source: State Water Resources Control Board
Telephone: 916-227-4448
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/00
Date Made Active at EDR: 05/10/00
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 04/10/00
Elapsed ASTM days: 30
Date of Last EDR Contact: 09/12/03

LUST: Leaking Underground Storage Tank Information System
Source: State Water Resources Control Board
Telephone: 916-341-5740
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 04/02/03
Date Made Active at EDR: 04/25/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 04/16/03
Elapsed ASTM days: 9
Date of Last EDR Contact: 10/14/03

CA BOND EXP. PLAN: Bond Expenditure Plan
Source: Department of Health Services
Telephone: 916-255-2118
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/89
Date Made Active at EDR: 08/02/94
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 07/27/94
Elapsed ASTM days: 6
Date of Last EDR Contact: 05/31/94

CA UST:

UST: Active UST Facilities
Source: SWRCB
Telephone: 916-341-5700
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 04/02/03
Date Made Active at EDR: 04/30/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 04/16/03
Elapsed ASTM days: 14
Date of Last EDR Contact: 10/14/03

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VCP: Voluntary Cleanup Program Properties
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/31/03
Date Made Active at EDR: 09/17/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 09/02/03

INDIAN UST: Underground Storage Tanks on Indian Land
Source: EPA Region 9
Telephone: 415-972-3368

Date of Government Version: N/A
Date Made Active at EDR: N/A
Database Release Frequency: Varies

Date of Data Arrival at EDR: N/A
Elapsed ASTM days: 0
Date of Last EDR Contact: N/A

CA FID UST: Facility Inventory Database
Source: California Environmental Protection Agency
Telephone: 916-445-6532
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/94
Date Made Active at EDR: 09/29/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 09/05/95
Elapsed ASTM days: 24
Date of Last EDR Contact: 12/28/98

HIST UST: Hazardous Substance Storage Container Database
Source: State Water Resources Control Board
Telephone: 916-341-5700
The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/90
Date Made Active at EDR: 02/12/91
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 01/25/91
Elapsed ASTM days: 18
Date of Last EDR Contact: 07/26/01

STATE OF CALIFORNIA ASTM SUPPLEMENTAL RECORDS

AST: Aboveground Petroleum Storage Tank Facilities
Source: State Water Resources Control Board
Telephone: 916-341-5712
Registered Aboveground Storage Tanks.

Date of Government Version: 07/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

CLEANERS: Cleaner Facilities
Source: Department of Toxic Substance Control
Telephone: 916-225-0873
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/11/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/05/04

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CA WDS: Waste Discharge System
Source: State Water Resources Control Board
Telephone: 916-657-1571
Sites which have been issued waste discharge requirements.

Date of Government Version: 09/22/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/24/03
Date of Next Scheduled EDR Contact: 12/22/03

DEED: List of Deed Restrictions
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes.

Date of Government Version: 10/07/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/08/03
Date of Next Scheduled EDR Contact: 01/05/04

NFA: No Further Action Determination
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains properties at which DTSC has made a clear determination that the property does not pose a problem to the environment or to public health.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

EMI: Emissions Inventory Data
Source: California Air Resources Board
Telephone: 916-322-2990
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/01
Database Release Frequency: Varies

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

REF: Unconfirmed Properties Referred to Another Agency
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

SCH: School Property Evaluation Program
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

NFE: Properties Needing Further Evaluation
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process. PEA in Progress indicates properties where DTSC is currently conducting a PEA. PEA Required indicates properties where DTSC has determined a PEA is required, but not currently underway.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

HAZNET: Hazardous Waste Information System
Source: California Environmental Protection Agency
Telephone: 916-255-1136
Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 11/11/03
Date of Next Scheduled EDR Contact: 02/09/04

LOCAL RECORDS

ALAMEDA COUNTY:

Local Oversight Program Listing of UGT Cleanup Sites
Source: Alameda County Environmental Health Services
Telephone: 510-567-6700

Date of Government Version: 07/03/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

Underground Tanks
Source: Alameda County Environmental Health Services
Telephone: 510-567-6700

Date of Government Version: 07/03/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

CONTRA COSTA COUNTY:

Site List
Source: Contra Costa Health Services Department
Telephone: 925-646-2286
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 09/04/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

FRESNO COUNTY:

CUPA Resources List
Source: Dept. of Community Health
Telephone: 559-445-3271
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/07/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/08/03
Date of Next Scheduled EDR Contact: 02/09/04

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Kern County Sites and Tanks Listing.
Date of Government Version: 07/25/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

LOS ANGELES COUNTY:

List of Solid Waste Facilities
Source: La County Department of Public Works
Telephone: 818-458-5185
Date of Government Version: 06/03/03
Database Release Frequency: Varies
Date of Last EDR Contact: 08/18/03
Date of Next Scheduled EDR Contact: 11/17/03

City of El Segundo Underground Storage Tank
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Date of Government Version: 09/11/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

City of Long Beach Underground Storage Tank
Source: City of Long Beach Fire Department
Telephone: 562-570-2543
Date of Government Version: 03/28/03
Database Release Frequency: Annually
Date of Last EDR Contact: 11/24/03
Date of Next Scheduled EDR Contact: 02/23/04

City of Torrance Underground Storage Tank
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Date of Government Version: 09/03/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

City of Los Angeles Landfills
Source: Engineering & Construction Division
Telephone: 213-473-7869
Date of Government Version: 03/01/02
Database Release Frequency: Varies
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

HMS: Street Number List
Source: Department of Public Works
Telephone: 626-458-3517
Industrial Waste and Underground Storage Tank Sites.
Date of Government Version: 09/30/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

Site Mitigation List
Source: Community Health Services
Telephone: 323-890-7806
Industrial sites that have had some sort of spill or complaint.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/07/03
Database Release Frequency: Annually

Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

San Gabriel Valley Areas of Concern
Source: EPA Region 9
Telephone: 415-972-3178
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/06/99
Date of Next Scheduled EDR Contact: N/A

MARIN COUNTY:

Underground Storage Tank Sites
Source: Public Works Department Waste Management
Telephone: 415-499-6647
Currently permitted USTs in Marin County.

Date of Government Version: 08/19/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

NAPA COUNTY:

Sites With Reported Contamination
Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 10/02/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

Closed and Operating Underground Storage Tank Sites
Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 10/02/03
Database Release Frequency: Annually

Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

ORANGE COUNTY:

List of Underground Storage Tank Cleanups
Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/03
Date of Next Scheduled EDR Contact: 12/08/03

List of Underground Storage Tank Facilities
Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 09/02/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/03
Date of Next Scheduled EDR Contact: 12/08/03

List of Industrial Site Cleanups
Source: Health Care Agency
Telephone: 714-834-3446
Petroleum and non-petroleum spills.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/24/00
Database Release Frequency: Annually

Date of Last EDR Contact: 09/11/03
Date of Next Scheduled EDR Contact: 12/08/03

PLACER COUNTY:

Master List of Facilities
Source: Placer County Health and Human Services
Telephone: 530-889-7312
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 10/16/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Source: Department of Public Health
Telephone: 909-358-5055
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 06/03/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

Underground Storage Tank Tank List
Source: Health Services Agency
Telephone: 909-358-5055

Date of Government Version: 05/30/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

SACRAMENTO COUNTY:

CS - Contaminated Sites
Source: Sacramento County Environmental Management
Telephone: 916-875-8406

Date of Government Version: 07/17/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

ML - Regulatory Compliance Master List
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 07/17/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

SAN BERNARDINO COUNTY:

Hazardous Material Permits
Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/30/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/09/03
Date of Next Scheduled EDR Contact: 12/08/03

SAN DIEGO COUNTY:

Solid Waste Facilities
Source: Department of Health Services
Telephone: 619-338-2209
San Diego County Solid Waste Facilities.

Date of Government Version: 08/01/00
Database Release Frequency: Varies

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

Hazardous Materials Management Division Database
Source: Hazardous Materials Management Division
Telephone: 619-338-2268
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 03/31/02
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

SAN FRANCISCO COUNTY:

Local Oversite Facilities
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920

Date of Government Version: 09/11/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

Underground Storage Tank Information
Source: Department of Public Health
Telephone: 415-252-3920

Date of Government Version: 09/11/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

SAN MATEO COUNTY:

Fuel Leak List
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921

Date of Government Version: 07/21/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

Business Inventory
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/16/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/13/03
Date of Next Scheduled EDR Contact: 01/12/04

SANTA CLARA COUNTY:

Fuel Leak Site Activity Report
Source: Santa Clara Valley Water District
Telephone: 408-265-2600

Date of Government Version: 07/02/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

Hazardous Material Facilities
Source: City of San Jose Fire Department
Telephone: 408-277-4659

Date of Government Version: 10/01/03
Database Release Frequency: Annually

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

SOLANO COUNTY:

Leaking Underground Storage Tanks
Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

Underground Storage Tanks
Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

SONOMA COUNTY:

Leaking Underground Storage Tank Sites
Source: Department of Health Services
Telephone: 707-565-6565

Date of Government Version: 10/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

SUTTER COUNTY:

Underground Storage Tanks
Source: Sutter County Department of Agriculture
Telephone: 530-822-7500

Date of Government Version: 07/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/05/04

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VENTURA COUNTY:

Inventory of Illegal Abandoned and Inactive Sites
Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 09/01/02
Database Release Frequency: Annually

Date of Last EDR Contact: 08/26/03
Date of Next Scheduled EDR Contact: 11/24/03

Listing of Underground Tank Cleanup Sites
Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/26/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

Underground Tank Closed Sites List
Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/30/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/16/03
Date of Next Scheduled EDR Contact: 01/12/04

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/02/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Source: Yolo County Department of Health
Telephone: 530-666-8646

Date of Government Version: 06/19/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

California Regional Water Quality Control Board (RWQCB) LUST Records

LUST REG 1: Active Toxic Site Investigation
Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-576-2220
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

LUST REG 2: Fuel Leak List
Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/28/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/14/03
Date of Next Scheduled EDR Contact: 01/12/04

LUST REG 3: Leaking Underground Storage Tank Database
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147

Date of Government Version: 05/19/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

LUST REG 4: Underground Storage Tank Leak List
Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-266-6600
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 08/09/01
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

LUST REG 5: Leaking Underground Storage Tank Database
Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-255-3125

Date of Government Version: 07/01/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/16/03
Date of Next Scheduled EDR Contact: 01/05/04

LUST REG 6L: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 916-542-5424
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/03
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-346-7491

Date of Government Version: 05/29/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

LUST REG 7: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-346-7491

Date of Government Version: 07/02/02
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

LUST REG 8: Leaking Underground Storage Tanks
Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4498
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/16/03
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 11/12/03
Date of Next Scheduled EDR Contact: 02/09/04

LUST REG 9: Leaking Underground Storage Tank Report
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/01/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

California Regional Water Quality Control Board (RWQCB) SLIC Records

SLIC REG 1: Active Toxic Site Investigations
Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220

Date of Government Version: 04/03/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 03/28/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/14/03
Date of Next Scheduled EDR Contact: 01/12/04

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 09/16/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 10/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-855-3075
Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 10/20/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

SLIC REG 6L: SLIC Sites
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574

Date of Government Version: 09/09/03
Database Release Frequency: Varies

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583

Date of Government Version: 05/08/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

SLIC REG 7: SLIC List
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/29/03
Database Release Frequency: Varies

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 11/24/03

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-3298

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/05/04

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980

Date of Government Version: 09/08/03
Database Release Frequency: Annually

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

EDR PROPRIETARY HISTORICAL DATABASES

EDR Historical Gas Station and Dry Cleaners: EDR has searched select national collections of business directories and has collected listings of potential dry cleaner and gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning and gas station/filling station/service station establishments. The categories reviewed included, but were not limited to: *gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, dry cleaner, cleaners, laundry, laundromat, cleaning/laundry, wash & dry, etc.*

This information is meant to assist and complement environmental professionals in their conduct of environmental site assessments, and is not meant to be a substitute for a full historical investigation as defined in ASTM E1527. The information provided in this proprietary database may or may not be complete; i.e., the absence of a dry cleaner or gas station/filling station/service station site does not necessarily mean that such a site did not exist in the area covered by this report.

(A note on "dry cleaning" sites: it is not possible for EDR to differentiate between establishments that use PERC on-site as a cleaning solvent and sites that function simply as drop-off and pick-up locations or that are traditional wet cleaning/laundry facilities. Therefore, it is essential for environmental professionals to incorporate professional judgment in the evaluation of each site.)

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

BROWNFIELDS DATABASES

VCP: Voluntary Cleanup Program Properties
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL ASTM STANDARD								
NPL		1.250	0	0	0	0	0	0
Proposed NPL		1.250	0	0	0	0	0	0
CERCLIS		0.750	0	0	0	0	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.250	0	0	0	0	0	0
RCRIS-TSD		0.750	0	0	0	0	NR	0
RCRIS Lg. Quan. Gen.		0.500	0	0	0	NR	NR	0
RCRIS Sm. Quan. Gen.		0.500	0	0	0	NR	NR	0
ERNS		0.250	0	7	NR	NR	NR	7
STATE ASTM STANDARD								
AWP		1.250	0	0	0	0	0	0
Cal-Sites		1.250	0	0	0	0	0	0
CHMIRS		1.250	0	4	0	1	0	5
Cortese		1.250	0	0	3	6	6	15
Notify 65		1.250	0	0	0	0	0	0
Toxic Pits		1.250	0	0	0	0	0	0
State Landfill		0.750	0	0	0	0	NR	0
WMUDS/SWAT		0.750	0	0	0	0	NR	0
LUST		0.750	0	0	4	8	NR	12
CA Bond Exp. Plan		1.250	0	0	0	0	0	0
UST		0.500	0	0	4	NR	NR	4
VCP		0.750	0	0	0	0	NR	0
INDIAN UST		0.500	0	0	0	NR	NR	0
CA FID UST		0.500	0	0	1	NR	NR	1
HIST UST		0.250	0	1	NR	NR	NR	1
FEDERAL ASTM SUPPLEMENTAL								
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
STATE OR LOCAL ASTM SUPPLEMENTAL								
AST		TP	NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CLEANERS		0.250	0	0	NR	NR	NR	0
CA WDS		TP	NR	NR	NR	NR	NR	0
DEED		TP	NR	NR	NR	NR	NR	0
NFA		0.250	0	0	NR	NR	NR	0
EMI		TP	NR	NR	NR	NR	NR	0
REF		0.250	0	0	NR	NR	NR	0
SCH		0.250	0	0	NR	NR	NR	0
NFE		0.250	0	0	NR	NR	NR	0
CA SLIC		0.500	0	0	0	NR	NR	0
HAZNET		0.250	0	1	NR	NR	NR	1
EDR PROPRIETARY HISTORICAL DATABASES								
Gas Stations/Dry Cleaners		0.250	0	0	NR	NR	NR	0
Coal Gas		1.000	0	0	0	1	NR	1
BROWNFIELDS DATABASES								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
VCP		0.750	0	0	0	0	NR	0

NOTES:

See the EDR Proprietary Historical Database Section for details

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
A1 SSW 1/8-1/4 765 ft. Relative: Higher Actual: 261 ft.	LINO GUIDICI 999 PRATT AVE SAINT HELENA, CA 94574 Site 1 of 12 in cluster A UST HIST: Facility ID: 59648 Total Tanks: 1 Owner Name: LINO GUIDICI Owner Address: 999 PRATT AVE. SAINT HELENA, CA 94574 Facility Status: Not reported Region: STATE Box Number: Not reported	HIST UST	U001598317 N/A
A2 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE. SAINT HELENA, CA 02903 Site 2 of 12 in cluster A	CHMIRS	S105670184 N/A

CHMIRS:

OES Control Number:	02-6990
Chemical Name:	Cabernet Wine
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	02-6990
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	York Creek
Spill Site :	Merchant/Business
Cleanup By :	Reporting Party

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)

EDR ID Number
EPA ID Number

S105670184

\(Continued\)

Containment :	Yes
What Happened :	Release was discovered this morning coming out of a partially opened valve.
Type :	Gal\(s\)
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	12/23/2002 0001
Evacuations :	0
OES Control Number:	01-7036
Chemical Name:	Treated winery waste water
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	01-7036
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	York Creek
Spill Site :	Other
Cleanup By :	Unknown
Containment :	Yes
What Happened :	RP's neighbor advised her of physical failure of the dike which caused this release. The fluids flowed into York Creek which feeds into the Napa River. The Napa River is not believed to be a source of drinking water. Samples have been taken to determi

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S105670184
	Type : CHEMICAL Other : Not reported Chemical 1 : Not Reported Chemical 2 : Not Reported Chemical 3 : Not Reported Date/Time : 12/4/01 1515 Evacuations : 0		
A3 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE ST. HELENA, CA 94574 Site 3 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	93338307 N/A
A4 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVENUE 1000 PRATT AVENUE ST. HELENA, CA 94574 Site 4 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	91466561 N/A
A5 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	1000 PRATT AVE 1000 PRATT AVE ST. HELENA, CA 94574 Site 5 of 12 in cluster A The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	ERNS	93319779 N/A
A6 SSW 1/8-1/4 776 ft. Relative: Higher Actual: 261 ft.	BERINGER VINEYARDS 1000 PRATT AVE ST. HELENA, CA 94574 Site 6 of 12 in cluster A HAZNET: Gepaid: CAL000049240 TSD EPA ID: CAT080014079 Gen County: Napa Tsd County: 7 Tons: 5.0275 Waste Category: Off-specification, aged, or surplus organics Disposal Method: Transfer Station Contact: BERINGER WINE ESTATES Telephone: \(707\) 963-7115 Mailing Address: PO BOX 111 SAINT HELENA, CA 94574 - 0111 County Napa	HAZNET	1000593014 N/A

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BERINGER VINEYARDS \(Continued\)		**1000593014**

Gepaid: CAL000049240
TSD EPA ID: CAT080014079
Gen County: Napa
Tsd County: 7
Tons: .3500
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

Gepaid: CAL000049240
TSD EPA ID: CAT080014079
Gen County: Napa
Tsd County: 7
Tons: .0030
Waste Category: Other organic solids
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

Gepaid: CAL000049240
TSD EPA ID: CAT080014079
Gen County: Napa
Tsd County: 7
Tons: 2.3350
Waste Category: Off-specification, aged, or surplus inorganics
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

Gepaid: CAL000049240
TSD EPA ID: CAD980884183
Gen County: Napa
Tsd County: Sacramento
Tons: .1850
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Transfer Station
Contact: BERINGER WINE ESTATES
Telephone: \(707\) 963-7115
Mailing Address: PO BOX 111
SAINT HELENA, CA 94574 - 0111
County Napa

The CA HAZNET database contains 7 additional records for this site.
Please click here or contact your EDR Account Executive for more information.

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BERINGER VINEYARDS \(Continued\)		**1000593014**
A7	**1000 PRATT AVENUE**	**ERNS**	**91209327**
SSW	**1000 PRATT AVENUE**		**N/A**
1/8-1/4	**ST. HELENA, CA**		
776 ft.			
	Site 7 of 12 in cluster A		
Relative:			
Higher	The ERNS database may contain additional details for this site.		
	Please click here or contact your EDR Account Executive for more information.		
Actual:			
261 ft.			
A8		**CHMIRS**	**S105661872**
SSW	**1000 PRATT AV**		**N/A**
1/8-1/4	**SAINT HELENA, CA 29038**		
776 ft.			
	Site 8 of 12 in cluster A		
Relative:			
Higher	CHMIRS:		
Actual:	OES Control Number: 99-1845		
261 ft.	Chemical Name: Mercury		
	Extent of Release: Not reported		
	Property Use: Not reported		
	Incident Date: Not reported		
	Date Completed: Not reported		
	Time Completed : Not reported		
	Agency Id Number : Not reported		
	Agency Incident Number : Not reported		
	OES Incident Number : 99-1845		
	Time Notified : Not reported		
	Surrounding Area : Not reported		
	Estimated Temperature : Not reported		
	Property Management : Not reported		
	More Than Two Substances Involved? : Not reported		
	Special Studies 1 : Not reported		
	Special Studies 2 : Not reported		
	Special Studies 3 : Not reported		
	Special Studies 4 : Not reported		
	Special Studies 5 : Not reported		
	Special Studies 6 : Not reported		
	Responding Agency Personel # Of Injuries : 0		
	Responding Agency Personel # Of Fatalities : 0		
	Resp Agncy Personel # Of Decontaminated : Not reported		
	Others Number Of Decontaminated : Not reported		
	Others Number Of Injuries : Not reported		
	Others Number Of Fatalities : Not reported		
	Vehicle Make/year : Not reported		
	Vehicle License Number : Not reported		
	Vehicle State : Not reported		
	Vehicle Id Number : Not reported		
	CA/DOT/PUC/ICC Number : Not reported		
	Company Name : Not reported		
	Reporting Officer Name/ID : Not reported		
	Report Date : Not reported		
	Comments : Not reported		
	Facility Telephone Number : Not reported		
	Waterway Involved : No		
	Waterway : Not reported		
	Spill Site : Industrial Plant		
	Cleanup By : Reporting Party		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S105661872

Containment :	Yes
What Happened :	Cutting through a temperature probe, unaware of mercury content until it spilled.
Type :	CHEMICAL
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	4/27/99 1100
Evacuations :	0

A9		CHMIRS	S105654932
SSW	1000 PRATT AVE		N/A
1/8-1/4	SAINT HELENA, CA 0		
776 ft.			
	Site 9 of 12 in cluster A		
Relative: Higher			
Actual: 261 ft.			

CHMIRS:

OES Control Number:	00-6036
Chemical Name:	waste water
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	00-6036
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	York Creek
Spill Site :	Merchant/Business
Cleanup By :	Reporting Party

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation | Site | Database(s) | EDR ID Number / EPA ID Number

\(Continued\) S105654932

Containment :	No
What Happened :	a pump failed and overflowed the catch basin which went to a creek
Type :	OTHER
Other :	from wine processing
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	12/19/00 815
Evacuations :	0
OES Control Number:	98-3634
Chemical Name:	Ammonia
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	98-3634
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Other
Cleanup By :	Responsible Party
Containment :	Yes
What Happened :	Pressure relief valve failed. System shut down. Substance contained within system. There is a possibly the sewage made it to the wineries ponds. They will check and advise.
Type :	CHEMICAL
Other :	liquid/gas

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	MAP FINDINGS		
	\(Continued\)		**S105654932**
	Chemical 1 : Not Reported Chemical 2 : Not Reported Chemical 3 : Not Reported Date/Time : 8/9/98 Evacuations : 0		
A10 **SSW** **1/8-1/4** **776 ft.** **Relative:** **Higher** **Actual:** **261 ft.**	**1000 PRATT AVE** **1000 PRATT AVE** **ST. HELENA, CA 94574** **Site 10 of 12 in cluster A** The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	**ERNS**	**98449690** **N/A**
A11 **SSW** **1/8-1/4** **776 ft.** **Relative:** **Higher** **Actual:** **261 ft.**	**1000 PRATT AVE** **1000 PRATT AVE** **ST. HELENA, CA 94574** **Site 11 of 12 in cluster A** The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	**ERNS**	**99619491** **N/A**
A12 **SSW** **1/8-1/4** **776 ft.** **Relative:** **Higher** **Actual:** **261 ft.**	**1000 PRATT AVE** **1000 PRATT AVE** **SAINT HELENA, CA 94574** **Site 12 of 12 in cluster A** The ERNS database may contain additional details for this site. Please click here or contact your EDR Account Executive for more information.	**ERNS**	**91215345** **N/A**
13 **SW** **1/8-1/4** **1134 ft.** **Relative:** **Higher** **Actual:** **269 ft.**	**1000 PRATTE AVENUE** **ST. HELENA, CA 94574** CHMIRS: OES Control Number: 9116262 Chemical Name: Not reported Extent of Release: Not reported Property Use: Manufacturing Incident Date: 03-APR-91 Date Completed: 03-APR-91 Time Completed : 2340 Agency Id Number : 28724 Agency Incident Number : HF 161 OES Incident Number : 9116262 Time Notified : 2250 Surrounding Area : 500 Estimated Temperature : 50 Property Management : P More Than Two Substances Involved? : N Special Studies 1 : Not reported Special Studies 2 : Not reported	**CHMIRS**	**S100277438** **N/A**

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S100277438

Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	0
Others Number Of Decontaminated :	0
Others Number Of Injuries :	0
Others Number Of Fatalities :	0
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	JAQUELINE BERTAINA
Report Date :	04-APR-91
Comments :	Yes
Facility Telephone Number :	707 253-4269
Waterway Involved :	Not reported
Waterway :	Not reported
Spill Site :	Not reported
Cleanup By :	Not reported
Containment :	Not reported
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	Not reported
Evacuations :	Not reported

14
SW
1/4-1/2
1646 ft.

Relative:
Higher

Actual:
278 ft.

BERINGER VINEYARDS
2000 MAIN ST
ST HELENA, CA 94574

UST U003114822
LUST N/A
Cortese

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0019		
Reg Board:	2		
Chemical:	Misc. Motor Vehicle Fuels		
Lead Agency:	Regional Board		
Local Agency :	0		
Case Type:	Undefined		
Status:	Case Closed		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	02/02/1996	Confirm Leak:	02/02/1996
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	06/27/1997		
Release Date:	08/23/1989		
Cleanup Fund Id :	Not reported		
Discover Date :	08/23/1989		

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

BERINGER VINEYARDS \(Continued\) **U003114822**

Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 09/14/1989
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 28-0019
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 07/29/1997
Stop Date : 08/23/1989
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500018
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500018
Facility Id: 28-0019
Entered Date: 09/14/1989
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 2000 MAIN ST

TC1089548.4s Page 15

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BERINGER VINEYARDS \(Continued\)		**U003114822**

UST Napa County:
Facility ID: NAPA0020 Num of Tanks: 0
Region: NAPA

B15 / SSE / 1/4-1/2 / 2007 ft. / Relative: Higher / Actual: 255 ft.	**ABRUZZINI PROPERTY / 1030 FULTON LN / ST HELENA, CA**	**LUST / Cortese**	**S104162284 / N/A**

Site 1 of 6 in cluster B

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0002		
Reg Board:	2		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	Excavate and Dispose - remove contaminated soil and dispose in approved site		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	8/8/90	Prelim Assess:	8/8/90
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	05/15/1992		
Release Date:	04/02/1987		
Cleanup Fund Id :	Not reported		
Discover Date :	04/02/1987		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	04/02/1987		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	Yes		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	Not reported		
Local Case # :	18		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	08/10/1990		
Stop Date :	04/02/1987		
Work Suspended :	No		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ABRUZZINI PROPERTY \(Continued\)		**S104162284**

Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500001
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500001
Facility Id: 28-0002
Entered Date: 04/02/1987
Facility Status: Case Closed
Maximum Soil Concentration: 2885
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 1030 FULTON LN

B16	**ABRUZZINI PROPERTY**	**LUST**	**S105109539**
SSE	**1030 FULTON LANE**		**N/A**
1/4-1/2	**ST HELENA, CA 94574**		
2007 ft.			
	Site 2 of 6 in cluster B		
Relative:			
Higher	LUST NAPA County:		
	Facility ID: NAPA0018		
Actual:	Region: NAPA		
255 ft.	Date Closed: 05/15/1992		

B17	**RON ABRUZZINI**	**CA FID UST**	**S101624086**
SSE	**1030 FULTON LN**		**N/A**
1/4-1/2	**ST HELENA, CA 94574**		
2007 ft.			
	Site 3 of 6 in cluster B		
Relative:			
Higher			
Actual:			
255 ft.			

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	RON ABRUZZINI \(Continued\)		**S101624086**

FID:

Facility ID:	28000007	Regulate ID:	00054371
Reg By:	Inactive Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Inactive	Facility Tel:	\(707\) 226-2674
Mail To:	Not reported 1222 RIVER PARK BLVD ST HELENA, CA 94574		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

B18	**ABRUZZINI PROPERTY**	**UST**	**U001598334**
SSE	**1030 FULTON LANE**	**HIST UST**	**N/A**
1/4-1/2	**ST HELENA, CA 94574**		
2007 ft.			
	Site 4 of 6 in cluster B		
Relative:			
Higher			
Actual:			
255 ft.			

UST HIST:

Facility ID:	54371	Facility Status:	Not reported
Total Tanks:	2	Region:	STATE
Owner Name:	RON ABRUZZINI	Box Number:	Not reported
Owner Address:	1222 RIVER PARK BLVD. NAPA, CA 94559		

UST Napa County:

Facility ID:	NAPA0018	Num of Tanks:	0
Region:	NAPA		

B19	**HELEN PASCHICH ESTATE**	**UST**	**U001596441**
SSE	**1078 FULTON LANE**	**LUST**	**N/A**
1/4-1/2	**ST HELENA, CA 94574**	**Cortese**	
2138 ft.		**HIST UST**	
	Site 5 of 6 in cluster B		
Relative:			
Higher			
Actual:			
258 ft.			

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0134		
Reg Board:	2		
Chemical:	Misc. Motor Vehicle Fuels		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	Excavate and Treat - remove contaminated soil and treat \(includes spreading or land farming\)		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	12/10/1992		
Release Date:	04/09/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	08/23/1989		

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

HELEN PASCHICH ESTATE \(Continued\) **U001596441**

Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 09/14/1989
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : Yes
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 200
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 03/04/1993
Stop Date : 08/23/1989
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500123
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500123
Facility Id: 28-0134
Entered Date: 09/14/1989
Facility Status: Case Closed
Maximum Soil Concentration: 5
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

LUST NAPA County:
Facility ID: NAPA0200
Region: NAPA

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	HELEN PASCHICH ESTATE \(Continued\)		**U001596441**

Date Closed: 12/10/1992

CORTESE:
Region: CORTESE
Fac Address 2: 1078 FULTON LN

UST HIST:
Facility ID: 48591
Total Tanks: 1
Owner Name: L.J. PASCHICH
Owner Address: 2130 PICKETT RD. CALISTOGA, CA 94515
Facility Status: Not reported
Region: STATE
Box Number: Not reported

UST Napa County:
Facility ID: NAPA0200
Region: NAPA
Num of Tanks: 0

B20 | **NICHOLLS, FREEMAN** | **UST** | **U003114688**
SSE | **1080 FULTON LN** | | **N/A**
1/4-1/2 | **ST HELENA, CA 94574**
2144 ft.

Site 6 of 6 in cluster B

Relative: Higher

Actual: 259 ft.

UST Napa County:
Facility ID: NAPA0590
Region: NAPA
Num of Tanks: 0

C21 | **ST HELENA POLICE DEPARTMENT** | **LUST** | **S102438003**
SSE | **1480 MAIN ST** | **Cortese** | **N/A**
1/2-1 | **ST HELENA, CA 94574**
2854 ft.

Site 1 of 2 in cluster C

Relative: Higher

Actual: 258 ft.

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number 28-0210
Reg Board: 2
Chemical: Diesel
Lead Agency: Local Agency
Local Agency : 0
Case Type: Undefined
Status: Leak being confirmed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: 08/20/1996
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Release Date: 05/20/1991
Cleanup Fund Id : Not reported
Discover Date : 06/07/1991
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 12/29/1992
Funding: Federal Funds
Staff Initials: JMC
How Discovered: Tank Closure
How Stopped: Not reported
Confirm Leak: 08/20/1996
Prelim Assess: Not reported
Remed Plan: Not reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA POLICE DEPARTMENT \(Continued\)		S102438003

Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 398
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 08/20/1996
Stop Date : 06/07/1991
Work Suspended : No
Responsible Party: BLANK RP
RP Address: Not reported
Global Id: T0605500189
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500189
Facility Id: 28-0210
Entered Date: 12/29/1992
Facility Status: Leak being confirmed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: Not reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
C22 SSE 1/2-1 2854 ft. Relative: Higher Actual: 258 ft.	**ST. HELENA CITY POLICE DEPARTM** **1480 MAIN ST** **SAINT HELENA, CA 94574** **Site 2 of 2 in cluster C** LUST NAPA County: Facility ID: NAPA0398 Region: NAPA Date Closed: / / UST Napa County: Facility ID: NAPA0398 Num of Tanks: 0 Region: NAPA	UST LUST	U003114820 N/A
23 NNE 1/2-1 2939 ft. Relative: Higher Actual: 342 ft.	**GIN PROPERTY** **3473 ST HELENA HWY** **ST HELENA, CA 94574** State LUST: Cross Street: Not reported Qty Leaked: Not reported Case Number 28-0226 Reg Board: 2 Chemical: Gasoline Lead Agency: Regional Board Local Agency : 0 Case Type: Soil only Status: Leak being confirmed Abate Method: Excavate and Treat - remove contaminated soil and treat \(includes spreading or land farming\) Review Date: 03/26/1993 Confirm Leak: 03/26/1993 Workplan: Not reported Prelim Assess: Not reported Pollution Char: Not reported Remed Plan: Not reported Remed Action: Not reported Monitoring: Not reported Close Date: Not reported Release Date: 03/22/1993 Cleanup Fund Id : Not reported Discover Date : 02/16/1993 Enforcement Dt : Not reported Enf Type: DLLET Enter Date : 03/25/1993 Funding: Federal Funds Staff Initials: ZZZ How Discovered: Tank Closure How Stopped: Not reported Interim : Yes Leak Cause: Structure Failure Leak Source: Tank MTBE Date : / / Max MTBE GW : 0 Parts per Billion MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed. Priority: Not reported Local Case # : 28-0226 Beneficial: Not reported Staff : MRC GW Qualifier : Not reported Max MTBE Soil : Not reported Soil Qualifier : Not reported	LUST	S101299178 N/A

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

GIN PROPERTY \(Continued\) **S101299178**

Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 07/11/2001
Stop Date : 02/16/1993
Work Suspended : No
Responsible Party BLANK RP
RP Address: Not reported
Global Id: T0605591140
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605591140
Facility Id: 28-0226
Entered Date: 03/25/1993
Facility Status: Leak being confirmed
Maximum Soil Concentration: 170
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

---

24 **JAEGER PROPERTY** **LUST** **S104165861**
South **1665 SPRING MOUNTAIN RD** **Cortese** **N/A**
1/2-1 **ST HELENA, CA 94574**
3103 ft.

Relative: Higher

Actual: 284 ft.

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number 28-0079
Reg Board: 2
Chemical: Unleaded Gasoline
Lead Agency: Regional Board
Local Agency : 0
Case Type: Undefined
Status: Case Closed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: Not reported
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: Not reported
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 10/06/1995
Release Date: 03/23/1989
Cleanup Fund Id : Not reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation | Site | Database(s) | EDR ID Number / EPA ID Number

JAEGER PROPERTY \(Continued\) **S104165861**

Discover Date : 03/23/1989
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 08/08/1989
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: Not reported
Local Case # : 28-0079
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 10/06/1995
Stop Date : 03/23/1989
Work Suspended : No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500072
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500072
Facility Id: 28-0079
Entered Date: 08/08/1989
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected In GW: Not reported
MTBE Detected In Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Site | Database(s) | EDR ID Number / EPA ID Number

JAEGER PROPERTY \(Continued\) — **S104165861**

Fac Address 2: 1665 SPRING MOUNTAIN RD

D25
SSE
1/2-1
3258 ft.

Relative: Higher

Actual: 253 ft.

ST. HELENA CHEVRON STATION #90 — **UST U003114818**
1400 MAIN ST — **LUST N/A**
SAINT HELENA, CA 94574

Site 1 of 5 in cluster D

LUST NAPA County:
Facility ID: NAPA0255
Region: NAPA
Date Closed: / /

State UST:
Facility ID: NAPA0255
Region: STATE
Local Agency: 28000

UST Napa County:
Facility ID: NAPA0255 Num of Tanks: 2
Region: NAPA

D26
SSE
1/2-1
3312 ft.

Relative: Higher

Actual: 254 ft.

CHEVRON — **LUST S105030297**
1400 MAIN ST — **Cortese N/A**
ST HELENA, CA

Site 2 of 5 in cluster D

State LUST:
Cross Street: Adams Street
Qty Leaked: Not reported
Case Number 28-0211
Reg Board: 2
Chemical: Waste Oil
Lead Agency: Local Agency
Local Agency : 0
Case Type: Other ground water affected
Status: No Action
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: Not reported Confirm Leak: Not reported
Workplan: 5/15/92 Prelim Assess: 5/15/92
Pollution Char: Not reported Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Release Date: 09/03/1991
Cleanup Fund Id : Not reported
Discover Date : 03/15/1997
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 10/21/1991
Funding: Federal Funds
Staff Initials: JMC
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : 09/10/2002

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	CHEVRON \(Continued\)		**S105030297**

Max MTBE GW : 6 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Local Case # : 255
Beneficial: AGR, GWR, MUN, WILD
Staff : MRC
GW Qualifier : =
Max MTBE Soil : 15 Parts per Million
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 07/25/2002
Stop Date : 08/23/1991
Work Suspended : No
Responsible Party: BLANK RP
RP Address: Not reported
Global Id: T0605500190
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 7
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500190
Facility Id: 28-0211
Entered Date: 10/21/1991
Facility Status: Preliminary site assessment underway
Maximum Soil Concentration: 160
Maximum Groundwater Impact: 63000
County : Napa
Current Benzene: 10
MTBE Detected In GW: 850
MTBE Detected In Soil: 15
MTBE: 240
MTBE Qualify: =

CORTESE:
Region: CORTESE
Fac Address 2: 1400 MAIN ST

Region: CORTESE
Fac Address 2: 1400 MAIN ST

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

D27
SSE
1/2-1
3350 ft.

MAIN STREET SERVICE
1380 MAIN ST
SAINT HELENA, CA 94574

UST
LUST
HIST UST

U001598343
N/A

Relative:
Higher

Actual:
252 ft.

Site 3 of 5 in cluster D

LUST NAPA County:
Facility ID: NAPA0199
Region: NAPA
Date Closed: / /

UST HIST:
Facility ID: 52024
Total Tanks: 5
Owner Name: PATRICK D SCOTT
Owner Address: 90 DAHLIA ST
ST. HELENA, CA 94574
Facility Status: Not reported
Region: STATE
Box Number: Not reported

UST Napa County:
Facility ID: NAPA0199
Region: NAPA
Num of Tanks: 0

D28
SSE
1/2-1
3350 ft.

UNION 76
1380 MAIN ST
ST HELENA, CA 94574

LUST
Cortese

S102439588
N/A

Relative:
Higher

Actual:
252 ft.

Site 4 of 5 in cluster D

State LUST:
Cross Street: Adams Street
Qty Leaked: Not reported
Case Number 28-0175
Reg Board: 2
Chemical: 0
Lead Agency: Local Agency
Local Agency : 0
Case Type: Other ground water affected
Status: Post remedial action monitoring
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: 04/10/1989
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: 5/9/00
Close Date: Not reported
Release Date: 05/08/1989
Cleanup Fund Id : Not reported
Discover Date : 03/22/1989
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 07/27/1989
Funding: Federal Funds
Staff Initials: JMC
How Discovered: Tank Closure
How Stopped: Close Tank
Interim : No
Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : 01/02/1965
Max MTBE GW : 2600 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Confirm Leak: 04/10/1989
Prelim Assess: Not reported
Remed Plan: Not reported

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

UNION 76 \(Continued\) **S102439588**

Local Case # : 199
Beneficial: GWR, PROC, IND, MUN, SPWN, REC-1, WILD
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 02/26/2003
Stop Date : 05/17/1989
Work Suspended : No
Responsible Party BLANK RP
RP Address: Not reported
Global Id: T0605500159
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

Cross Street: ADAMS ST
Qty Leaked: Not reported
Case Number 28-0295
Reg Board: 2
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 0
Case Type: Other ground water affected
Status: Leak being confirmed
Review Date: 12/14/1998
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Release Date: 12/14/1998
Cleanup Fund Id : Not reported
Discover Date : 12/14/1998
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 01/15/1999
Funding: Not reported
Staff Initials: JMB
How Discovered: Tank Closure
How Stopped: Not reported
Interim : Not reported
Leak Cause: UNK
Leak Source: UNK
MTBE Date : 01/02/1965
Max MTBE GW : 26000 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected

Confirm Leak: 12/14/1998
Prelim Assess: Not reported
Remed Plan: Not reported

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MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation | Site | Database(s) | EDR ID Number EPA ID Number

UNION 76 \(Continued\) **S102439588**

Priority: Not reported
Local Case # : 280295
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 04/09/1999
Stop Date : 12/14/1998
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500251
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500159
Facility Id: 28-0175
Entered Date: 07/27/1989
Facility Status: Post remedial action monitoring
Maximum Soil Concentration: 230
Maximum Groundwater Impact: 2600
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: 2600
MTBE Detected in Soil: Not reported
MTBE: 2600
MTBE Qualify: Not reported
Region: 2
Case Number: T0605500251
Facility Id: 28-0295
Entered Date: 01/15/1999
Facility Status: Leak being confirmed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 26000
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: 26000
MTBE Detected in Soil: Not reported
MTBE: 26000
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 1380 MAIN ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	UNION 76 \(Continued\)		**S102439588**
	Region: CORTESE Fac Address 2: 1380 MAIN ST		
D29 **SSE** **1/2-1** **3482 ft.** **Relative: Higher** **Actual: 250 ft.**	**1354 MAIN ST.** **SAINT HELENA, CA 95401** **Site 5 of 5 in cluster D**	**CHMIRS**	**S105883515** **N/A**

CHMIRS:

OES Control Number:	02-1785
Chemical Name:	Mineral Oil
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	02-1785
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	0
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Road
Cleanup By :	Reporting Party
Containment :	Yes
What Happened :	A leak from tranformer over a two day period.
Type :	Gal\(s\)
Other :	non pcb's
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	\(Continued\)		S105883515

Date/Time : 3/30/2002 1230
Evacuations : 0

30 SSE 1/2-1 4070 ft.	PACIFIC BELL 1240 OAK STREET SAINT HELENA, CA 94574	RCRIS-SQG FINDS LUST Cortese HAZNET	1000251880 CAT080029341

Relative: Lower

Actual: 244 ft.

RCRIS:
Owner: NOT REQUIRED
\(415\) 555-1212
EPA ID: CAT080029341
Contact: Not reported
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site:
Facility Registry System \(FRS\)
Resource Conservation and Recovery Act Information system \(RCRAINFO\)

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0128		
Reg Board:	2		
Chemical:	Diesel		
Lead Agency:	Regional Board		
Local Agency :	0		
Case Type:	Other ground water affected		
Status:	Case Closed		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	08/08/1996		
Release Date:	09/04/1986		
Cleanup Fund Id :	Not reported		
Discover Date :	09/04/1986		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	09/04/1986		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Not Required to be Tested.		
Priority:	Not reported		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	PACIFIC BELL \(Continued\)		**1000251880**

Local Case # : 54
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: RB Lead Underground Storage Tank
Oversight Prgm : UST
Review Date : 10/29/1999
Stop Date : 09/04/1986
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500117
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500117
Facility Id: 28-0128
Entered Date: 09/04/1986
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 170
County : Napa
Current Benzene: Not reported
MTBE Detected In GW: Not reported
MTBE Detected In Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

LUST NAPA County:
Facility ID: NAPA0054
Region: NAPA
Date Closed: 07/23/1996

HAZNET:
Gepaid: CAT080029341
TSD EPA ID: CAD043260702
Gen County: Napa
Tsd County: San Mateo
Tons: .0000
Waste Category:
Disposal Method: Recycler
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number EPA ID Number

PACIFIC BELL \(Continued\) **1000251880**

Gepaid: CAT080029341
TSD EPA ID: CAD043260702
Gen County: Napa
Tsd County: San Mateo
Tons: 20.0160
Waste Category: Tank bottom waste
Disposal Method: Not reported
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Gepaid: CAT080029341
TSD EPA ID: CAD083166728
Gen County: Napa
Tsd County: Stanislaus
Tons: .3127
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Gepaid: CAT080029341
TSD EPA ID: CAD981388952
Gen County: Napa
Tsd County: Shasta
Tons: .0000
Waste Category: Asbestos-containing waste
Disposal Method: Disposal, Land Fill
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

Gepaid: CAT080029341
TSD EPA ID: CAD083166728
Gen County: Napa
Tsd County: Stanislaus
Tons: .6087
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: PACIFIC BELL
Telephone: \(925\) 823-6161
Mailing Address: RM 3E000
SAN RAMON, CA 94583 - 0995
County Napa

The CA HAZNET database contains 2 additional records for this site.
Please click here or contact your EDR Account Executive for more information.

CORTESE:
Region: CORTESE
Fac Address 2: 1240 OAK ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	PACIFIC BELL \(Continued\)		**1000251880**
31 SSE 1/2-1 4330 ft.	**BP 1108 MAIN ST ST HELENA, CA 94574**	**LUST Cortese**	**S104025332 N/A**

Relative: Lower

Actual: 231 ft.

State LUST:

Cross Street:	Pope Street		
Qty Leaked:	Not reported		
Case Number	28-0186		
Reg Board:	2		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Other ground water affected		
Status:	Remedial action \(cleanup\) Underway		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	4/26/02	Remed Plan:	4/26/02
Remed Action:	9/11/02		
Monitoring:	Not reported		
Close Date:	Not reported		
Release Date:	12/17/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	12/17/1990		
Enforcement Dt :	11/13/92		
Enf Type:	EF		
Enter Date :	03/11/1991		
Funding:	Federal Funds		
Staff Initials:	JMB		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	06/28/2002		
Max MTBE GW :	2700 Parts per Billion		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	243		
Beneficial:	AGR, GWR, MUN, WILD		
Staff :	MRC		
GW Qualifier :	=		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	06/01/1999		
Stop Date :	12/17/1990		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500168		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	7		

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Site | Database(s) | EDR ID Number / EPA ID Number

BP \(Continued\) — **S104025332**

Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500168
Facility Id: 28-0186
Entered Date: 03/11/1991
Facility Status: Remedial action \(cleanup\) Underway
Maximum Soil Concentration: 190
Maximum Groundwater Impact: 9999999
County : Napa
Current Benzene: 190
MTBE Detected In GW: 2800
MTBE Detected In Soil: Not reported
MTBE: 110
MTBE Qualify: =

CORTESE:
Region: CORTESE
Fac Address 2: 1108 MAIN ST

E32 | **SSE** | **> 1** | **5283 ft.** | **Relative: Lower** | **Actual: 228 ft.**

ST HELENA PETROLEUM INC — **LUST** / **Cortese** — **S104025337** / **N/A**
929 MAIN ST
ST HELENA, CA

Site 1 of 2 in cluster E

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number 28-0201
Reg Board: 2
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 0
Case Type: Other ground water affected
Status: Case Closed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: 08/05/1992
Confirm Leak: 08/05/1992
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: Not reported
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 05/29/1997
Release Date: 08/05/1992
Cleanup Fund Id : Not reported
Discover Date : 04/09/1992
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 09/23/1992
Funding: Federal Funds
Staff Initials: ZZZ
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation | Site | Database(s) | EDR ID Number / EPA ID Number

ST HELENA PETROLEUM INC \(Continued\) **S104025337**

Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: Not reported
Local Case # : 144
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 10/29/1999
Stop Date : 04/09/1992
Work Suspended : No
Responsible Party BLANK RP
RP Address: Not reported
Global Id: T0605500182
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500182
Facility Id: 28-0201
Entered Date: 09/23/1992
Facility Status: Case Closed
Maximum Soil Concentration: 230
Maximum Groundwater Impact: 6400
County : Napa
Current Benzene: 15
MTBE Detected In GW: Not reported
MTBE Detected In Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 929 MAIN ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
E33 / SE / > 1 / 5314 ft. / Relative: Lower / Actual: 229 ft.	ST HELENA PETROLEUM 905 MAIN ST ST HELENA, CA 94574	LUST Cortese	S104025320 N/A

Site 2 of 2 in cluster E

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0117		
Reg Board:	2		
Chemical:	Misc. Motor Vehicle Fuels		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	Excavate and Treat - remove contaminated soil and treat \(includes spreading or land farming\)		
Review Date:	03/04/1987	Confirm Leak:	03/04/1987
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	05/29/1997		
Release Date:	02/23/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	02/27/1990		
Enforcement Dt :	4/4/90		
Enf Type:	EF		
Enter Date :	03/26/1990		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	Yes		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Not Required to be Tested.		
Priority:	Not reported		
Local Case # :	145		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	10/29/1999		
Stop Date :	02/27/1990		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500109		
Org Name:	Not reported		
Contact Person:	Not reported		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA PETROLEUM \(Continued\)		**S104025320**

MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500109
Facility Id: 28-0117
Entered Date: 03/26/1990
Facility Status: Case Closed
Maximum Soil Concentration: 1700
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected In GW: Not reported
MTBE Detected In Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: 905 MAIN ST

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34 / SSE / > 1 / 5467 ft.	**ST HELENA CITY CORPORATION YARD** **1405 CHARTER OAK** **ST HELENA, CA 94574**	**LUST** **Cortese**	**S104025338** **N/A**

Relative: Lower

Actual: 235 ft.

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number 28-0205
Reg Board: 2
Chemical: Diesel
Lead Agency: Local Agency
Local Agency : 0
Case Type: Undefined
Status: Leak being confirmed
Abate Method: No Action Taken - no action has as yet been taken at the site
Review Date: 08/20/1996
Confirm Leak: 08/20/1996
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: Not reported
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: Not reported
Release Date: 06/03/1991
Cleanup Fund Id : Not reported
Discover Date : 06/07/1991
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : 12/29/1992
Funding: Federal Funds
Staff Initials: JMC
How Discovered: Tank Closure
How Stopped: Not reported
Interim : No

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s) EDR ID Number EPA ID Number

ST HELENA CITY CORPORATION YARD \(Continued\) **S104025338**

Leak Cause: Structure Failure
Leak Source: Tank
MTBE Date : / /
Max MTBE GW : 0 Parts per Billion
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 608
Beneficial: Not reported
Staff : MRC
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: Local Oversight Program UST
Oversight Prgm : LOP
Review Date : 07/27/2000
Stop Date : 06/07/1991
Work Suspended :No
Responsible PartyBLANK RP
RP Address: Not reported
Global Id: T0605500185
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500185
Facility Id: 28-0205
Entered Date: 12/29/1992
Facility Status: Leak being confirmed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

CORTESE:
Region: CORTESE
Fac Address 2: Not reported

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
35 SE > 1 5923 ft.	BELLANI RESIDENCE 738 MAIN ST ST HELENA, CA 94574	UST LUST Cortese	U003114816 N/A

Relative: Lower

Actual: 234 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0017		
Reg Board:	2		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Abate Method:	No Action Taken - no action has as yet been taken at the site		
Review Date:	07/06/1989	Confirm Leak:	07/06/1989
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	06/24/1997		
Release Date:	04/05/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	04/09/1990		
Enforcement Dt :	12/24/91		
Enf Type:	EF		
Enter Date :	04/23/1990		
Funding:	Federal Funds		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Structure Failure		
Leak Source:	Tank		
MTBE Date :	/ /		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	Not reported		
Local Case # :	283		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	11/21/1996		
Stop Date :	04/09/1990		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500016		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	0		
Mtbe Fuel:	1		

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	BELLANI RESIDENCE \(Continued\)		**U003114816**

Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500016
Facility Id: 28-0017
Entered Date: 04/23/1990
Facility Status: Case Closed
Maximum Soil Concentration: 4800
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: Not reported
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: Not reported

LUST NAPA County:
Facility ID: NAPA0283
Region: NAPA
Date Closed: 06/24/1997

CORTESE:
Region: CORTESE
Fac Address 2: 738 MAIN ST

UST Napa County:
Facility ID: NAPA0283 Num of Tanks: 0
Region: NAPA

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36 / **South** / **> 1** / **6336 ft.**	**ST HELENA CEMETERY ASSOC** **2461 2 SPRING ST** **ST HELENA, CA 94574**	**LUST** **Cortese**	**S104156903** **N/A**
Relative: Higher / **Actual: 267 ft.**			

LUST Region 2:
Region: 2
Case Number: T0605500143
Facility Id: 28-0159
Entered Date: 01/06/1992
Facility Status: Pollution Characterization
Maximum Soil Concentration: 2000
Maximum Groundwater Impact: 45000
County : Napa
Current Benzene: 65
MTBE Detected in GW: 930
MTBE Detected in Soil: .11
MTBE: 1
MTBE Qualify: =

CORTESE:
Region: CORTESE
Fac Address 2: 2461 2 SPRING ST

MAP FINDINGS

Map ID / Direction / Distance / Distance (ft.) / Elevation	Site	Database(s)	EDR ID Number / EPA ID Number
	ST HELENA CEMETERY ASSOC \(Continued\)		S104156903
37 SE > 1 6506 ft.	EPPS CHEVROLET 555 MAIN ST ST HELENA, CA 94574	LUST Cortese HAZNET	S104165817 N/A

Relative: Lower

Actual: 234 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	28-0267		
Reg Board:	2		
Chemical:	Waste Oil		
Lead Agency:	Local Agency		
Local Agency :	0		
Case Type:	Soil only		
Status:	Case Closed		
Review Date:	02/05/1996	Confirm Leak:	02/05/1996
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	10/13/2000		
Release Date:	05/04/1995		
Cleanup Fund Id :	Not reported		
Discover Date :	02/14/1995		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	06/20/1995		
Funding:	Not reported		
Staff Initials:	ZZZ		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Corrosion		
Leak Source:	Tank		
MTBE Date :	01/02/1965		
Max MTBE GW :	0 Parts per Billion		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	639		
Beneficial:	Not reported		
Staff :	MRC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	Local Oversight Program UST		
Oversight Prgm :	LOP		
Review Date :	03/06/2001		
Stop Date :	02/14/1995		
Work Suspended :	No		
Responsible Party	BLANK RP		
RP Address:	Not reported		
Global Id:	T0605500229		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	1		
Mtbe Fuel:	0		

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

Database(s)

EDR ID Number
EPA ID Number

EPPS CHEVROLET \(Continued\) **S104165817**

Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported

LUST Region 2:
Region: 2
Case Number: T0605500229
Facility Id: 28-0267
Entered Date: 06/20/1995
Facility Status: Case Closed
Maximum Soil Concentration: 0
Maximum Groundwater Impact: 0
County : Napa
Current Benzene: Not reported
MTBE Detected in GW: No
MTBE Detected in Soil: Not reported
MTBE: 0
MTBE Qualify: ND

HAZNET:
Gepaid: CAC000726816
TSD EPA ID: CAD009466392
Gen County: Napa
Tsd County: 7
Tons: .2500
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Contact: JEFFREY EPPS
Telephone: \(707\) 963-3681
Mailing Address: 555 MAIN STREET
SAINT HELENA, CA 94574
County Napa

CORTESE:
Region: CORTESE
Fac Address 2: 555 MAIN ST

MAP FINDINGS - EDR PROPRIETARY HISTORICAL DATABASES

YEAR	NAME	ADDRESS	CITY	ST	DIR.	DIST.	ELV.	TYPE
N/A	ST. HELENA GAS CO.	SOUTH OF 1061 MAIN STREET	ST. HELENA	CA	SSE	1/2-1	Higer	NAPA COUNTY

Description: St. Helena Gas Works is south of Main Street and east of the dead end of Oak Str Sulphur Spring Creek. 1929, site called Napa Valley Elecc Co. By 1944, site and Electric St. Helena Sub Station, gas holders gone.

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EDR Historical Gas Station & Dry Cleaner Search: No mapped sites were found in EDR's search of the EDR Historical Gas Station & Dry Cleaner Database within 0.250 mile of the Target Property.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HELENA	S103666643	FLORA SPRINGS WINE CO	607 SOUTH HELENA SAINT	94574	HAZNET
NAPA	S105086055	CALTRANS DIST 4	RT 128 P.M. 18.2	94574	HAZNET
RUTHERFORD	U001598311	JEAN CLAUDE BOISSET LION IMPOR	8440 ST. HELENA HWY	94574	HIST UST
SAINT HELENA	S103967578	HENDRICK SMEDING	1371 / 1375 MAIN ST	94574	HAZNET
SAINT HELENA	S104575107	NAPA COUNTY UPPER VALLEY WASTE MGMT AG	1673 HWY 29	94574	HAZNET
SAINT HELENA	S105084657	CALTRANS	ROUTE 29 IN SULPHUR CREEK	94574	HAZNET
ST HELENA	U003114713	KUHN PROPERTY	0 HWY 128	94574	UST
ST HELENA	S105026749	TRIPOLI MARKET	607 HWY 29	94574	LUST, Cortese
ST HELENA	S105722400	C MONDAVI & SONS	2800 ST HELENA HIGHWAY	94574	HAZNET
ST HELENA	U003114989	PAT GOLDEN	3291 ST. HELENA HWY	94574	UST
ST HELENA	1003878942	PG&E GAS PLANT ST HELENA	MAIN ST BR BRIDGE	94574	CERC-NFRAP
ST HELENA	S106027709	ST HELENA CEMETERY ASSOC	SPRING ST	94574	LUST
ST. HELENA	U001598332	RICHARD A. KUHN	HWY 128	94574	HIST UST
ST. HELENA	U001598273	BERINGER VINEYARDS	2000 MAIN STREET	94574	HIST UST
ST. HELENA	U001598278	COLLINS VINEYARD	3486 N. ST. HELENA HWY	94574	HIST UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/22/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 11/03/03

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites
Source: EPA
Telephone: N/A

Date of Government Version: 06/10/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 11/03/03

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 09/11/03
Date Made Active at EDR: 10/29/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/24/03
Elapsed ASTM days: 35
Date of Last EDR Contact: 09/24/03

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/11/03
Date Made Active at EDR: 10/29/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/24/03
Elapsed ASTM days: 35
Date of Last EDR Contact: 09/24/03

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/17/03
Date Made Active at EDR: 11/11/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 10/01/03
Elapsed ASTM days: 41
Date of Last EDR Contact: 09/08/03

RCRIS: Resource Conservation and Recovery Information System
Source: EPA
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/10/03
Date Made Active at EDR: 10/01/03
Database Release Frequency: Varies

Date of Data Arrival at EDR: 09/11/03
Elapsed ASTM days: 20
Date of Last EDR Contact: 11/18/03

ERNS: Emergency Response Notification System
Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/02
Date Made Active at EDR: 02/03/03
Database Release Frequency: Annually

Date of Data Arrival at EDR: 01/27/03
Elapsed ASTM days: 7
Date of Last EDR Contact: 10/27/03

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/01/01
Database Release Frequency: Biennially

Date of Last EDR Contact: 10/01/03
Date of Next Scheduled EDR Contact: 12/15/03

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision
Source: EPA
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/09/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/08/03
Date of Next Scheduled EDR Contact: 01/05/04

DELISTED NPL: National Priority List Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/22/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/25/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/23/03
Date of Next Scheduled EDR Contact: 01/19/04

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/16/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 08/27/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/01/03
Date of Next Scheduled EDR Contact: 12/29/03

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 202-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-564-3887
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/30/03
Database Release Frequency: Annually

Date of Last EDR Contact: 11/12/03
Date of Next Scheduled EDR Contact: 02/09/04

DOD: Department of Defense Sites
Source: USGS
Telephone: 703-648-5920
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/12/03
Date of Next Scheduled EDR Contact: 02/09/04

STORMWATER: Storm Water General Permits
Source: Environmental Protection Agency
Telephone: 202 564-0746
A listing of all facilities with Storm Water General Permits.

Date of Government Version: N/A
Database Release Frequency: Quarterly

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 07/15/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

RMP: Risk Management Plans
Source: Environmental Protection Agency
Telephone: 202-564-8600
When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Database Release Frequency: N/A

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-5521
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/08/03

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA
Telephone: 202-564-2501

Date of Government Version: 10/16/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

SSTS: Section 7 Tracking Systems
Source: EPA
Telephone: 202-564-5008
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/16/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

STATE OF CALIFORNIA ASTM STANDARD RECORDS

AWP: Annual Workplan Sites
Source: California Environmental Protection Agency
Telephone: 916-323-3400
Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 08/31/03
Date Made Active at EDR: 09/17/03
Database Release Frequency: Annually

Date of Data Arrival at EDR: 09/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 09/02/03

CAL-SITES: Calsites Database
Source: Department of Toxic Substance Control
Telephone: 916-323-3400
The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 08/31/03
Date Made Active at EDR: 09/17/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 09/02/03

CHMIRS: California Hazardous Material Incident Report System
Source: Office of Emergency Services
Telephone: 916-845-8400
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/02
Date Made Active at EDR: 08/07/03
Database Release Frequency: Varies

Date of Data Arrival at EDR: 07/11/03
Elapsed ASTM days: 27
Date of Last EDR Contact: 08/25/03

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-9100
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 04/01/01
Date Made Active at EDR: 07/26/01
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 05/29/01
Elapsed ASTM days: 58
Date of Last EDR Contact: 10/27/03

NOTIFY 65: Proposition 65 Records
Source: State Water Resources Control Board
Telephone: 916-445-3846
Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/93
Date Made Active at EDR: 11/19/93
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 11/01/93
Elapsed ASTM days: 18
Date of Last EDR Contact: 10/20/03

TOXIC PITS: Toxic Pits Cleanup Act Sites
Source: State Water Resources Control Board
Telephone: 916-227-4364
Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/95
Date Made Active at EDR: 09/26/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 08/30/95
Elapsed ASTM days: 27
Date of Last EDR Contact: 11/03/03

SWF/LF (SWIS): Solid Waste Information System
Source: Integrated Waste Management Board
Telephone: 916-341-6320
Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/12/03
Date Made Active at EDR: 10/16/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/15/03
Elapsed ASTM days: 31
Date of Last EDR Contact: 09/15/03

WMUDS/SWAT: Waste Management Unit Database
Source: State Water Resources Control Board
Telephone: 916-227-4448
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/00
Date Made Active at EDR: 05/10/00
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 04/10/00
Elapsed ASTM days: 30
Date of Last EDR Contact: 09/12/03

LUST: Leaking Underground Storage Tank Information System
Source: State Water Resources Control Board
Telephone: 916-341-5740
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 04/02/03
Date Made Active at EDR: 04/25/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 04/16/03
Elapsed ASTM days: 9
Date of Last EDR Contact: 10/14/03

CA BOND EXP. PLAN: Bond Expenditure Plan
Source: Department of Health Services
Telephone: 916-255-2118
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/89
Date Made Active at EDR: 08/02/94
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 07/27/94
Elapsed ASTM days: 6
Date of Last EDR Contact: 05/31/94

CA UST:

UST: Active UST Facilities
Source: SWRCB
Telephone: 916-341-5700
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 04/02/03
Date Made Active at EDR: 04/30/03
Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 04/16/03
Elapsed ASTM days: 14
Date of Last EDR Contact: 10/14/03

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VCP: Voluntary Cleanup Program Properties
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/31/03
Date Made Active at EDR: 09/17/03
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 09/02/03

INDIAN UST: Underground Storage Tanks on Indian Land
Source: EPA Region 9
Telephone: 415-972-3368

Date of Government Version: N/A
Date Made Active at EDR: N/A
Database Release Frequency: Varies

Date of Data Arrival at EDR: N/A
Elapsed ASTM days: 0
Date of Last EDR Contact: N/A

CA FID UST: Facility Inventory Database
Source: California Environmental Protection Agency
Telephone: 916-445-6532
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/94
Date Made Active at EDR: 09/29/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 09/05/95
Elapsed ASTM days: 24
Date of Last EDR Contact: 12/28/98

HIST UST: Hazardous Substance Storage Container Database
Source: State Water Resources Control Board
Telephone: 916-341-5700
The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/90
Date Made Active at EDR: 02/12/91
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 01/25/91
Elapsed ASTM days: 18
Date of Last EDR Contact: 07/26/01

STATE OF CALIFORNIA ASTM SUPPLEMENTAL RECORDS

AST: Aboveground Petroleum Storage Tank Facilities
Source: State Water Resources Control Board
Telephone: 916-341-5712
Registered Aboveground Storage Tanks.

Date of Government Version: 07/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

CLEANERS: Cleaner Facilities
Source: Department of Toxic Substance Control
Telephone: 916-225-0873
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/11/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/05/04

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CA WDS: Waste Discharge System
Source: State Water Resources Control Board
Telephone: 916-657-1571
Sites which have been issued waste discharge requirements.

Date of Government Version: 09/22/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/24/03
Date of Next Scheduled EDR Contact: 12/22/03

DEED: List of Deed Restrictions
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes.

Date of Government Version: 10/07/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/08/03
Date of Next Scheduled EDR Contact: 01/05/04

NFA: No Further Action Determination
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains properties at which DTSC has made a clear determination that the property does not pose a problem to the environment or to public health.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

EMI: Emissions Inventory Data
Source: California Air Resources Board
Telephone: 916-322-2990
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/01
Database Release Frequency: Varies

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

REF: Unconfirmed Properties Referred to Another Agency
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

SCH: School Property Evaluation Program
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

NFE: Properties Needing Further Evaluation
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
This category contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process. PEA in Progress indicates properties where DTSC is currently conducting a PEA. PEA Required indicates properties where DTSC has determined a PEA is required, but not currently underway.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

HAZNET: Hazardous Waste Information System
Source: California Environmental Protection Agency
Telephone: 916-255-1136
Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/01
Database Release Frequency: Annually

Date of Last EDR Contact: 11/11/03
Date of Next Scheduled EDR Contact: 02/09/04

LOCAL RECORDS

ALAMEDA COUNTY:

Local Oversight Program Listing of UGT Cleanup Sites
Source: Alameda County Environmental Health Services
Telephone: 510-567-6700

Date of Government Version: 07/03/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

Underground Tanks
Source: Alameda County Environmental Health Services
Telephone: 510-567-6700

Date of Government Version: 07/03/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

CONTRA COSTA COUNTY:

Site List
Source: Contra Costa Health Services Department
Telephone: 925-646-2286
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 09/04/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

FRESNO COUNTY:

CUPA Resources List
Source: Dept. of Community Health
Telephone: 559-445-3271
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/07/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/08/03
Date of Next Scheduled EDR Contact: 02/09/04

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Kern County Sites and Tanks Listing.
Date of Government Version: 07/25/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

LOS ANGELES COUNTY:

List of Solid Waste Facilities
Source: La County Department of Public Works
Telephone: 818-458-5185
Date of Government Version: 06/03/03
Database Release Frequency: Varies
Date of Last EDR Contact: 08/18/03
Date of Next Scheduled EDR Contact: 11/17/03

City of El Segundo Underground Storage Tank
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Date of Government Version: 09/11/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

City of Long Beach Underground Storage Tank
Source: City of Long Beach Fire Department
Telephone: 562-570-2543
Date of Government Version: 03/28/03
Database Release Frequency: Annually
Date of Last EDR Contact: 11/24/03
Date of Next Scheduled EDR Contact: 02/23/04

City of Torrance Underground Storage Tank
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Date of Government Version: 09/03/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

City of Los Angeles Landfills
Source: Engineering & Construction Division
Telephone: 213-473-7869
Date of Government Version: 03/01/02
Database Release Frequency: Varies
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

HMS: Street Number List
Source: Department of Public Works
Telephone: 626-458-3517
Industrial Waste and Underground Storage Tank Sites.
Date of Government Version: 09/30/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

Site Mitigation List
Source: Community Health Services
Telephone: 323-890-7806
Industrial sites that have had some sort of spill or complaint.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/07/03
Database Release Frequency: Annually

Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

San Gabriel Valley Areas of Concern
Source: EPA Region 9
Telephone: 415-972-3178
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/06/99
Date of Next Scheduled EDR Contact: N/A

MARIN COUNTY:

Underground Storage Tank Sites
Source: Public Works Department Waste Management
Telephone: 415-499-6647
Currently permitted USTs in Marin County.

Date of Government Version: 08/19/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

NAPA COUNTY:

Sites With Reported Contamination
Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 10/02/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

Closed and Operating Underground Storage Tank Sites
Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 10/02/03
Database Release Frequency: Annually

Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

ORANGE COUNTY:

List of Underground Storage Tank Cleanups
Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/03
Date of Next Scheduled EDR Contact: 12/08/03

List of Underground Storage Tank Facilities
Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 09/02/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/11/03
Date of Next Scheduled EDR Contact: 12/08/03

List of Industrial Site Cleanups
Source: Health Care Agency
Telephone: 714-834-3446
Petroleum and non-petroleum spills.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/24/00
Database Release Frequency: Annually

Date of Last EDR Contact: 09/11/03
Date of Next Scheduled EDR Contact: 12/08/03

PLACER COUNTY:

Master List of Facilities
Source: Placer County Health and Human Services
Telephone: 530-889-7312
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 10/16/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Source: Department of Public Health
Telephone: 909-358-5055
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 06/03/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

Underground Storage Tank Tank List
Source: Health Services Agency
Telephone: 909-358-5055

Date of Government Version: 05/30/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

SACRAMENTO COUNTY:

CS - Contaminated Sites
Source: Sacramento County Environmental Management
Telephone: 916-875-8406

Date of Government Version: 07/17/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

ML - Regulatory Compliance Master List
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 07/17/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/03/03
Date of Next Scheduled EDR Contact: 02/02/04

SAN BERNARDINO COUNTY:

Hazardous Material Permits
Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/30/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/09/03
Date of Next Scheduled EDR Contact: 12/08/03

SAN DIEGO COUNTY:

Solid Waste Facilities
Source: Department of Health Services
Telephone: 619-338-2209
San Diego County Solid Waste Facilities.

Date of Government Version: 08/01/00
Database Release Frequency: Varies

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

Hazardous Materials Management Division Database
Source: Hazardous Materials Management Division
Telephone: 619-338-2268
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 03/31/02
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

SAN FRANCISCO COUNTY:

Local Oversite Facilities
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920

Date of Government Version: 09/11/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

Underground Storage Tank Information
Source: Department of Public Health
Telephone: 415-252-3920

Date of Government Version: 09/11/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

SAN MATEO COUNTY:

Fuel Leak List
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921

Date of Government Version: 07/21/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

Business Inventory
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/16/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/13/03
Date of Next Scheduled EDR Contact: 01/12/04

SANTA CLARA COUNTY:

Fuel Leak Site Activity Report
Source: Santa Clara Valley Water District
Telephone: 408-265-2600

Date of Government Version: 07/02/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

Hazardous Material Facilities
Source: City of San Jose Fire Department
Telephone: 408-277-4659

Date of Government Version: 10/01/03
Database Release Frequency: Annually

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

SOLANO COUNTY:

Leaking Underground Storage Tanks
Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

Underground Storage Tanks
Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

SONOMA COUNTY:

Leaking Underground Storage Tank Sites
Source: Department of Health Services
Telephone: 707-565-6565

Date of Government Version: 10/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

SUTTER COUNTY:

Underground Storage Tanks
Source: Sutter County Department of Agriculture
Telephone: 530-822-7500

Date of Government Version: 07/01/01
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/05/04

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VENTURA COUNTY:

Inventory of Illegal Abandoned and Inactive Sites
Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 09/01/02
Database Release Frequency: Annually

Date of Last EDR Contact: 08/26/03
Date of Next Scheduled EDR Contact: 11/24/03

Listing of Underground Tank Cleanup Sites
Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/26/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

Underground Tank Closed Sites List
Source: Environmental Health Division
Telephone: 805-654-2813
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/30/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/16/03
Date of Next Scheduled EDR Contact: 01/12/04

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/02/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Source: Yolo County Department of Health
Telephone: 530-666-8646

Date of Government Version: 06/19/03
Database Release Frequency: Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

California Regional Water Quality Control Board (RWQCB) LUST Records

LUST REG 1: Active Toxic Site Investigation
Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-576-2220
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

LUST REG 2: Fuel Leak List
Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/28/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/14/03
Date of Next Scheduled EDR Contact: 01/12/04

LUST REG 3: Leaking Underground Storage Tank Database
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147

Date of Government Version: 05/19/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

LUST REG 4: Underground Storage Tank Leak List
Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-266-6600
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 08/09/01
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

LUST REG 5: Leaking Underground Storage Tank Database
Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-255-3125

Date of Government Version: 07/01/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/16/03
Date of Next Scheduled EDR Contact: 01/05/04

LUST REG 6L: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 916-542-5424
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/03
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-346-7491

Date of Government Version: 05/29/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

LUST REG 7: Leaking Underground Storage Tank Case Listing
Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-346-7491

Date of Government Version: 07/02/02
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/30/03
Date of Next Scheduled EDR Contact: 12/29/03

LUST REG 8: Leaking Underground Storage Tanks
Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4498
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/16/03
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 11/12/03
Date of Next Scheduled EDR Contact: 02/09/04

LUST REG 9: Leaking Underground Storage Tank Report
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/01/01
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/19/04

California Regional Water Quality Control Board (RWQCB) SLIC Records

SLIC REG 1: Active Toxic Site Investigations
Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220

Date of Government Version: 04/03/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 03/28/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/14/03
Date of Next Scheduled EDR Contact: 01/12/04

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 09/16/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/17/03
Date of Next Scheduled EDR Contact: 02/16/04

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 10/01/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/27/03
Date of Next Scheduled EDR Contact: 01/26/04

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-855-3075
Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 10/20/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

SLIC REG 6L: SLIC Sites
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574

Date of Government Version: 09/09/03
Database Release Frequency: Varies

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583

Date of Government Version: 05/08/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/07/03
Date of Next Scheduled EDR Contact: 01/05/04

SLIC REG 7: SLIC List
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/29/03
Database Release Frequency: Varies

Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 11/24/03

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-3298

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/20/03
Date of Next Scheduled EDR Contact: 01/05/04

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980

Date of Government Version: 09/08/03
Database Release Frequency: Annually

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

EDR PROPRIETARY HISTORICAL DATABASES

EDR Historical Gas Station and Dry Cleaners: EDR has searched select national collections of business directories and has collected listings of potential dry cleaner and gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning and gas station/filling station/service station establishments. The categories reviewed included, but were not limited to: *gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, dry cleaner, cleaners, laundry, laundromat, cleaning/laundry, wash & dry, etc.*

This information is meant to assist and complement environmental professionals in their conduct of environmental site assessments, and is not meant to be a substitute for a full historical investigation as defined in ASTM E1527. The information provided in this proprietary database may or may not be complete; i.e., the absence of a dry cleaner or gas station/filling station/service station site does not necessarily mean that such a site did not exist in the area covered by this report.

(A note on "dry cleaning" sites: it is not possible for EDR to differentiate between establishments that use PERC on-site as a cleaning solvent and sites that function simply as drop-off and pick-up locations or that are traditional wet cleaning/laundry facilities. Therefore, it is essential for environmental professionals to incorporate professional judgment in the evaluation of each site.)

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

BROWNFIELDS DATABASES

VCP: Voluntary Cleanup Program Properties
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/31/03
Database Release Frequency: Quarterly

Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/01/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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GEOCHECK® - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

830 PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CA 94574

TARGET PROPERTY COORDINATES

Latitude (North):	38.513401 - 38° 30' 48.2"
Longitude (West):	122.474998 - 122° 28' 30.0"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	545771.7
UTM Y (Meters):	4262704.0
Elevation:	248 ft. above sea level

EDR's GeoCheck Physical Setting Source Addendum has been developed to assist the environmental professional with the collection of physical setting source information in accordance with ASTM 1527-00, Section 7.2.3. Section 7.2.3 requires that a current USGS 7.5 Minute Topographic Map (or equivalent, such as the USGS Digital Elevation Model) be reviewed. It also requires that one or more additional physical setting sources be sought when (1) conditions have been identified in which hazardous substances or petroleum products are likely to migrate to or from the property, and (2) more information than is provided in the current USGS 7.5 Minute Topographic Map (or equivalent) is generally obtained, pursuant to local good commercial or customary practice, to assess the impact of migration of recognized environmental conditions in connection with the property. Such additional physical setting sources generally include information about the topographic, hydrologic, hydrogeologic, and geologic characteristics of a site, and wells in the area.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata. EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

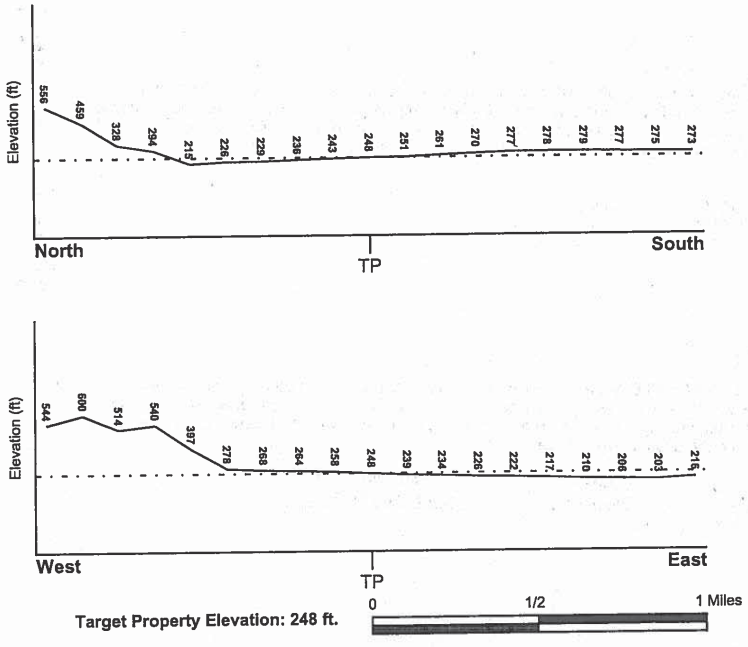
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

USGS Topographic Map:	2438122-E4 SAINT HELENA, CA
General Topographic Gradient:	General NE
Source:	USGS 7.5 min quad index

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 248 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
NAPA, CA	YES - refer to the Overview Map and Detail Map
Flood Plain Panel at Target Property:	0602080005C
Additional Panels in search area:	0602050275A 0602050250A

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
SAINT HELENA	Not Available

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Tertiary
Series:	Pliocene volcanic rocks
Code:	Tpv *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Volcanic Rocks

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	BALE
Soil Surface Texture:	clay loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	MODERATE
Depth to Bedrock Min:	> 60 inches
Depth to Bedrock Max:	> 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	24 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 2.00 Min: 0.60	Max: 6.50 Min: 5.60
2	24 inches	44 inches	stratified	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 2.00 Min: 0.60	Max: 7.80 Min: 6.10
3	44 inches	60 inches	stratified	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 2.00 Min: 0.60	Max: 7.80 Min: 6.10

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
silt loam
loam
very gravelly - loam
very stony - loam
gravelly - loam
very gravelly - sand
clay
silty clay loam

Surficial Soil Types:
silt loam
loam
very gravelly - loam
very stony - loam
gravelly - loam
very gravelly - sand
clay
silty clay loam

Shallow Soil Types:
sandy clay loam
gravelly - loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

gravelly - clay loam
sandy loam
clay loam

Deeper Soil Types: silty clay loam
gravelly - fine sandy loam
silt loam
clay
weathered bedrock
sand and gravel
cobbly - clay loam

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

According to ASTM E 1527-00, Section 7.2.2, "one or more additional state or local sources of environmental records may be checked, in the discretion of the environmental professional, to enhance and supplement federal and state sources... Factors to consider in determining which local or additional state records, if any, should be checked include (1) whether they are reasonably ascertainable, (2) whether they are sufficiently useful, accurate, and complete in light of the objective of the records review (see 7.1.1), and (3) whether they are obtained, pursuant to local, good commercial or customary practice." One of the record sources listed in Section 7.2.2 is water well information. Water well information can be used to assist the environmental professional in assessing sources that may impact groundwater flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS0146968	1/4 - 1/2 Mile North
5	USGS0146969	1/2 - 1 Mile NW

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
2	CA1700507	1/2 - 1 Mile SSE

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

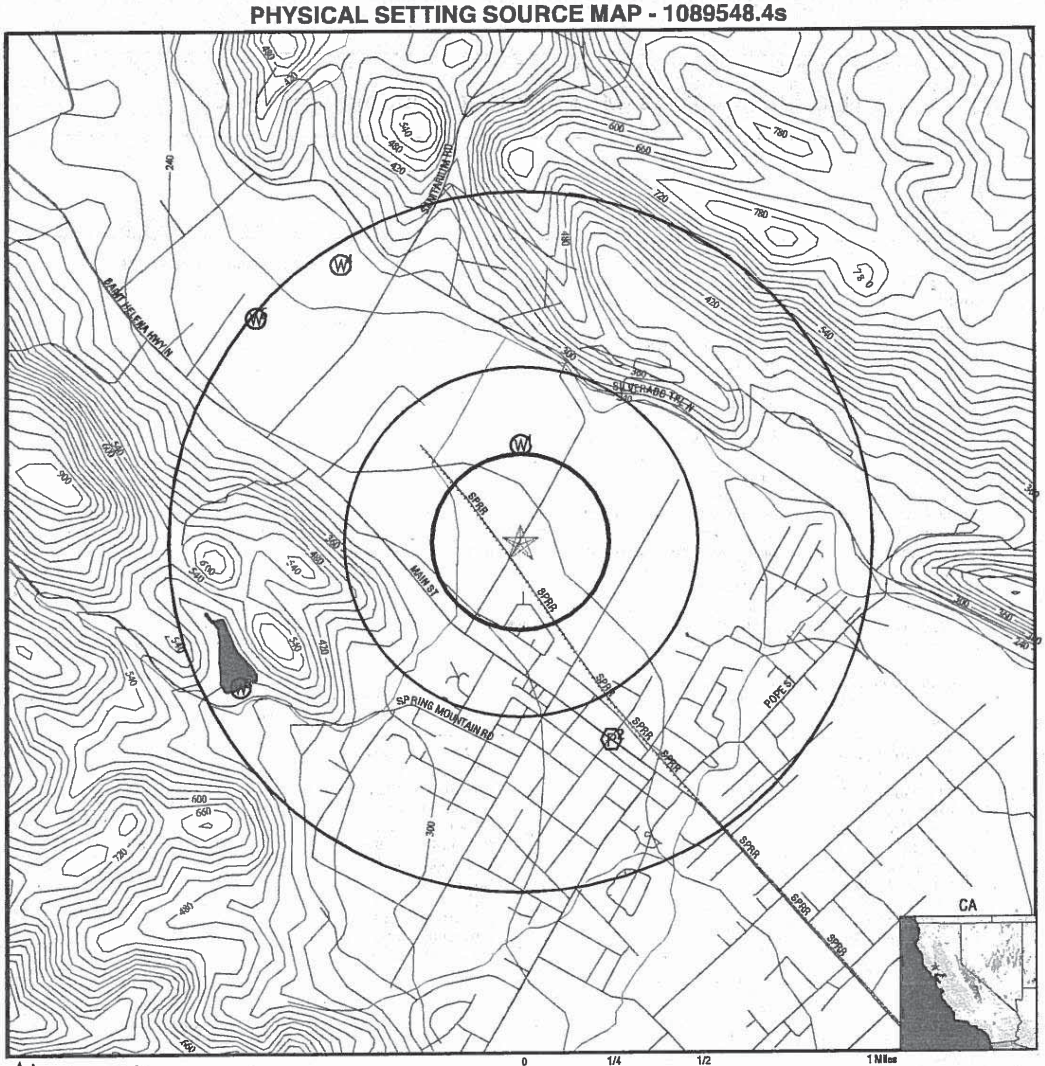
MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
3	22250	1/2 - 1 Mile WSW
4	8368	1/2 - 1 Mile NNW

PHYSICAL SETTING SOURCE MAP - 1089548.4s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

TARGET PROPERTY:	830 Pratt Avenue	CUSTOMER:	Kleinfelder, Inc.
ADDRESS:	830 Pratt Avenue	CONTACT:	Jennifer Gomez
CITY/STATE/ZIP:	St. Helena CA 94574	INQUIRY #:	1089548.4s
LAT/LONG:	38.5134 / 122.4750	DATE:	November 26, 2003 1:01 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
1 **North** **1/4 - 1/2 Mile** **Lower**	**FED USGS**	**USGS0146968**

Agency:	USGS	Site ID:	383103122282601
Site Name:	008N006W25G002M		
Dec. Latitude:	38.51741		
Dec. Longitude:	-122.47498		
Coord Sys:	NAD83		
State:	CA		
County:	Napa County		
Altitude:	230		
Hydrologic code:	18050002		
Topographic:	Valley flat		
Site Type:	Ground-water other than Spring		
Const Date:	Not Reported	Inven Date:	Not Reported
Well Type:	Single well, other than collector or Ranney type		
Primary Aquifer:	Not Reported		
Aquifer type:	Not Reported		
Well depth:	35.0		
Hole depth:	Not Reported	Source:	Not Reported
Project no:	Not Reported		

Ground-water levels, Number of Measurements: 24

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1977-10-06	23.40		1977-01-28	16.50	
1976-11-18	7.50		1976-08-04	29.20	
1976-05-02	6.50		1976-02-04	18.50	
1975-11-05	21.50		1975-07-14	27.00	
1975-04-27	15.50		1974-07-31	10.00	
1974-03-13	12.00		1973-10-24	19.90	
1973-06-04	17.00		1972-10-24	16.50	
1972-04-03	12.00		1971-03-29	10.60	
1970-03-26	11.30		1969-03-27	7.90	
1967-05-09	9.00		1966-04-30	7.50	
1965-03-26	13.70		1964-04-07	4.20	
1963-04-04	3.10		1949-10-18	37.50	

2 **SSE** **1/2 - 1 Mile** **Higher**		**FRDS PWS**	**CA1700507**

PWS ID:	CA1700507	PWS Status:	Active
Date Initiated:	8411	Date Deactivated:	Not Reported
PWS Name:	INTERMOUNTAIN SPORTS CAMP CAMP INDIAN MEADOWS WATER SYS BOTTLEROCK RD ST HELENA, CA 94574		
Addressee / Facility:	System Owner/Responsible Party CAMP INDIAN MEADOWS WATER SYS P O BOX 1 ST HELENA, CA 94574		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Facility Latitude:	38 30 19	Facility Longitude:	122 28 09
City Served:	Not Reported		
Treatment Class:	Untreated	Population:	00000150

PWS currently has or had major violation(s) or enforcement: Yes

Violations information not reported.

ENFORCEMENT INFORMATION:

System Name:	INTERMOUNTAIN SPORTS CAMP		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	95V0001	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

3
WSW
1/2 - 1 Mile
Higher

CA WELLS **22250**

Water System Information:

Prime Station Code:	C28/004-LWRRESI	User ID:	RXR
FRDS Number:	2810004003	County:	Napa
District Number:	03	Station Type:	RESV/AMBNT/MUN/INTAKE
Water Type:	Surface Water	Well Status:	Inactive Raw
Source Lat/Long:	383027.2 1222919.3	Precision:	100 Feet (one Second)
Source Name:	LOWER RESERVOIR INTAKE - INACTIVE		
System Number:	2810004		
System Name:	St. Helena, City of		
Organization That Operates System:	1480 Main Street St. Helena, CA 94574		
Pop Served:	7000	Connections:	2231
Area Served:	Not Reported		

4
NNW
1/2 - 1 Mile
Lower

CA WELLS **8368**

Water System Information:

Prime Station Code:	08N/06W-23J03 M	User ID:	28C
FRDS Number:	2800532001	County:	Napa
District Number:	58	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	383130.0 1222900.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 01		
System Number:	2800532		
System Name:	VAILIMA ESTATES MWC		
Organization That Operates System:	Not Reported NAPA, CA 95444		
Pop Served:	100	Connections:	1
Area Served:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
5 **NW** **1/2 - 1 Mile** **Lower**	**FED USGS**	**USGS0146969**

Agency:	USGS	Site ID:	383122122291601
Site Name:	008N006W26B004M		
Dec. Latitude:	38.52269		
Dec. Longitude:	-122.48887		
Coord Sys:	NAD83		
State:	CA		
County:	Napa County		
Altitude:	225		
Hydrologic code:	18050002		
Topographic:	Valley flat		
Site Type:	Ground-water other than Spring		
Const Date:	Not Reported	Inven Date:	Not Reported
Well Type:	Single well, other than collector or Ranney type		
Primary Aquifer:	Not Reported		
Aquifer type:	Not Reported		
Well depth:	Not Reported		
Hole depth:	Not Reported	Source:	Not Reported
Project no:	Not Reported		

Ground-water levels, Number of Measurements: 9

Date	Feet below Surface	Feet to Sealevel
1983-10-13	12.60	
1982-10-20	13.50	
1981-10-16	14.80	
1980-03-27	8.00	
1979-04-12	8.00	
1983-04-08	3.20	
1982-03-26	6.60	
1980-09-16	12.10	
1979-10-01	26.00	

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zip	Total Sites	> 4 Pci/L	Pct. > 4 Pci/L
94574	5	0	0.00

Federal EPA Radon Zone for NAPA County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 94574

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.200 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	2.800 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002. 7.5-Minute DEMs correspond to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STATE RECORDS

California Drinking Water Quality Database
Source: Department of Health Services
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations for District 2, 3, 5 and 6
Source: Department of Conservation
Telephone: 916-323-1779

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

APPENDIX D

APPLICATION FOR AUTHORIZATION TO USE
PHASE I ENVIRONMENTAL SITE ASSESSMENT
APN 009-010-024
830 PRATT AVENUE
ST. HELENA, CALIFORNIA

File Number: 38603 Report Date: December 15, 2003

TO: Kleinfelder, Inc.
780 Chadbourne Road, Suite D
Fairfield, California 94585
Telephone: (707) 429-4070
Fax: (707) 429-4162

To Whom It May Concern:

Applicant understands and agrees that the Phase I Environmental Site Assessment (ESA) for the subject site is a copyrighted document, that Kleinfelder, Inc., is the copyright owner and that unauthorized use or copying of the ESA is strictly prohibited without the express written permission of Kleinfelder, Inc. Applicant understands that Kleinfelder, Inc., may withhold such permission at its sole discretion, or grant such permission upon such terms and conditions as it deems acceptable.

Applicant agrees to accept the contractual terms and conditions between Kleinfelder, Inc. and Meibeyer Law Group, originally negotiated for preparation of this ESA. Use of this document without permission releases Kleinfelder, Inc. its owners, employees and subcontractors from any liability that may arise from use of this report.

To be Completed by Applicant

(Company Name)	(Print Name)
(Address)	(Signature)
(City, State, Zip)	(title)
(Telephone) (Fax)	(date)

Approval of Original Client

By:

(Client Signature) (date)

(Client Name and Title)

For Kleinfelder, Inc.'s use only

_____ Approved for re-use with additional fee of **$ 75 per additional report copy**

Approved for re-use with applicant's agreement to following conditions:

_____ Applicant agrees to above terms and understands that findings discussed in report were based on available information and site conditions as noted at time of ESA

_____ Disapproved, report needs to be updated

By:_____ Date: _____
(Kleinfelder, Inc. Manager)

38603/FLD3R096
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December 10, 2003



THE CULINARY INSTITUTE OF AMERICA AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

USE PERMIT AND DESIGN REVIEW SUBMITTAL

PROJECT TEAM

CLIENT

CULINARY INSTITUTE OF AMERICA
2555 MAIN STREET
ST. HELENA, CA 94574

HOUSING DEVELOPER

KIRCHHOFF COMPANIES
191 WEST ROAD
PLEASANT VALLEY, NY 12569
845.635.2000
CONTACT: GIOVANNI PALLADINO AIA
GPALLADINO@KIRCHHOFFCOMPANIES.COM

ARCHITECT

ARCHITECTURAL RESOURCES GROUP, INC.
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401.272.4724
CONTACT: STEPHANIE R. ZUREK

LANDSCAPE ARCHITECT

HENDT-LA
707-468-3238
HENDT-LA.COM
CONTACT: PETER HENDT
HPH@HENDT-LA.COM

CIVIL ENGINEER

SUMMIT ENGINEERING, INC.
463 AVIATION BLVD, STE 200
SANTA ROSA, CA 95403

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A108 CONCEPTUAL PERSPECTIVE ILLUSTRATION

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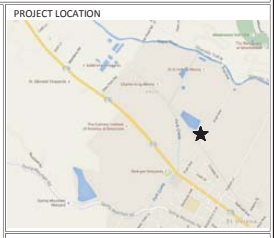
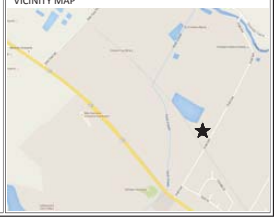
SP-2 SITE PHOTOS

PROJECT LOCATION



VICINITY MAP



Architectural Resources Group

Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111
415-211-1680

NO.	DESCRIPTION	DATE
1	RESPONSE TO COMMENTS	9/2/2016

REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

SHEET TITLE

TITLE SHEET

CEQA VISUAL ANALYSIS

JULY 2016

PROJ NO.
11208.03

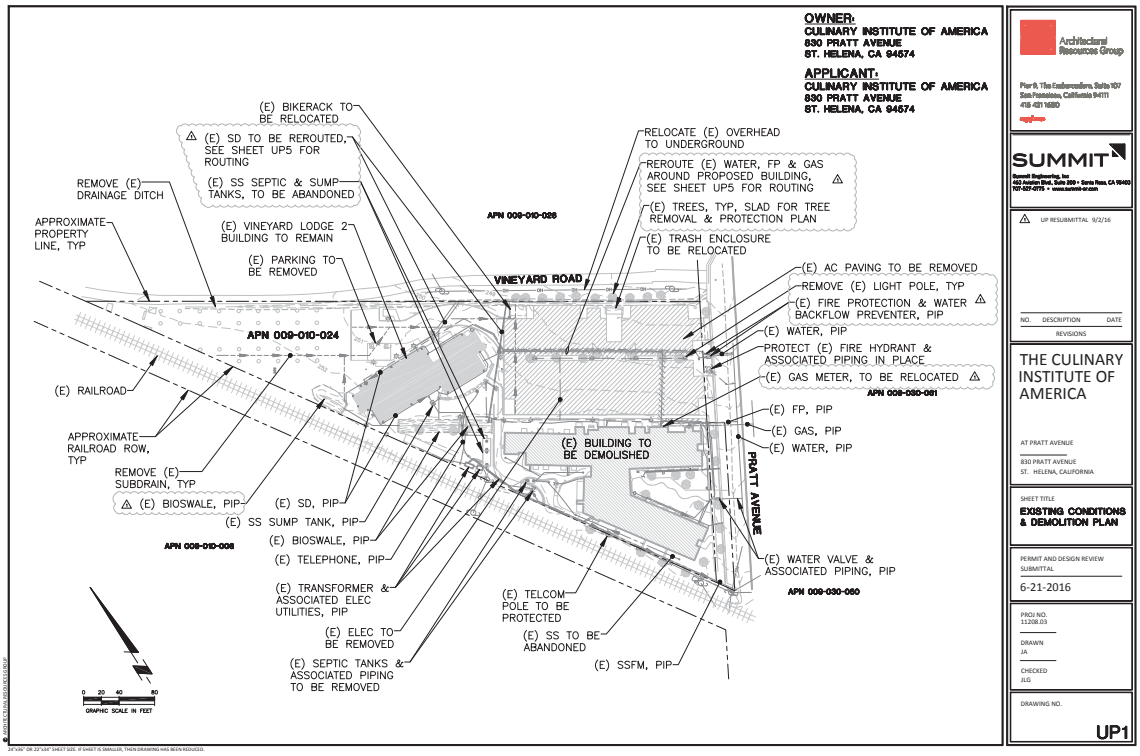
DRAWN
ZY

CHECKED
NM

DRAWING NO.
T1.0
SHEET OF

© ARCHITECTURAL RESOURCES GROUP

24"x36" OR 22"x34" SHEET SIZE. IF SHEET IS SMALLER, THEN DRAWING HAS BEEN REDUCED.


OWNER:
CULINARY INSTITUTE OF AMERICA
830 PRATT AVENUE
ST. HELENA, CA 94574
APPLICANT:
CULINARY INSTITUTE OF AMERICA
830 PRATT AVENUE
ST. HELENA, CA 94574
(E) BIKERACK TO BE RELOCATED
(E) SD TO BE REROUTED, SEE SHEET UP5 FOR ROUTING
(E) SS SEPTIC & SUMP TANKS, TO BE ABANDONED
REMOVE (E) DRAINAGE DITCH
APPROXIMATE PROPERTY LINE, TYP
(E) VINEYARD LODGE 2 BUILDING TO REMAIN
(E) PARKING TO BE REMOVED
APN 009-010-024
APN 009-010-026
VINEYARD ROAD
RELOCATE (E) OVERHEAD TO UNDERGROUND
REROUTE (E) WATER, FP & GAS AROUND PROPOSED BUILDING, SEE SHEET UP5 FOR ROUTING
(E) TREES, TYP, SLAD FOR TREE REMOVAL & PROTECTION PLAN
(E) TRASH ENCLOSURE TO BE RELOCATED
(E) AC PAVING TO BE REMOVED
REMOVE (E) LIGHT POLE, TYP
(E) FIRE PROTECTION & WATER BACKFLOW PREVENTER, PIP
(E) WATER, PIP
PROTECT (E) FIRE HYDRANT & ASSOCIATED PIPING IN PLACE
(E) GAS METER, TO BE RELOCATED
APN 009-030-061
(E) FP, PIP
(E) GAS, PIP
(E) WATER, PIP
(E) RAILROAD
APPROXIMATE RAILROAD ROW, TYP
REMOVE (E) SUBDRAIN, TYP
(E) BIOSWALE, PIP
(E) SD, PIP
(E) SS SUMP TANK, PIP
(E) BIOSWALE, PIP
(E) TELEPHONE, PIP
APN 009-010-008
(E) BUILDING TO BE DEMOLISHED
PRATT AVENUE
(E) WATER VALVE & ASSOCIATED PIPING, PIP
APN 009-030-060
(E) TRANSFORMER & ASSOCIATED ELEC UTILITIES, PIP
(E) ELEC TO BE REMOVED
(E) SEPTIC TANKS & ASSOCIATED PIPING TO BE REMOVED
(E) TELCOM POLE TO BE PROTECTED
(E) SS TO BE ABANDONED
(E) SSFM, PIP
0 20 40 80
GRAPHIC SCALE IN FEET
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EXISTING CONDITIONS & DEMOLITION PLAN
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6-21-2016
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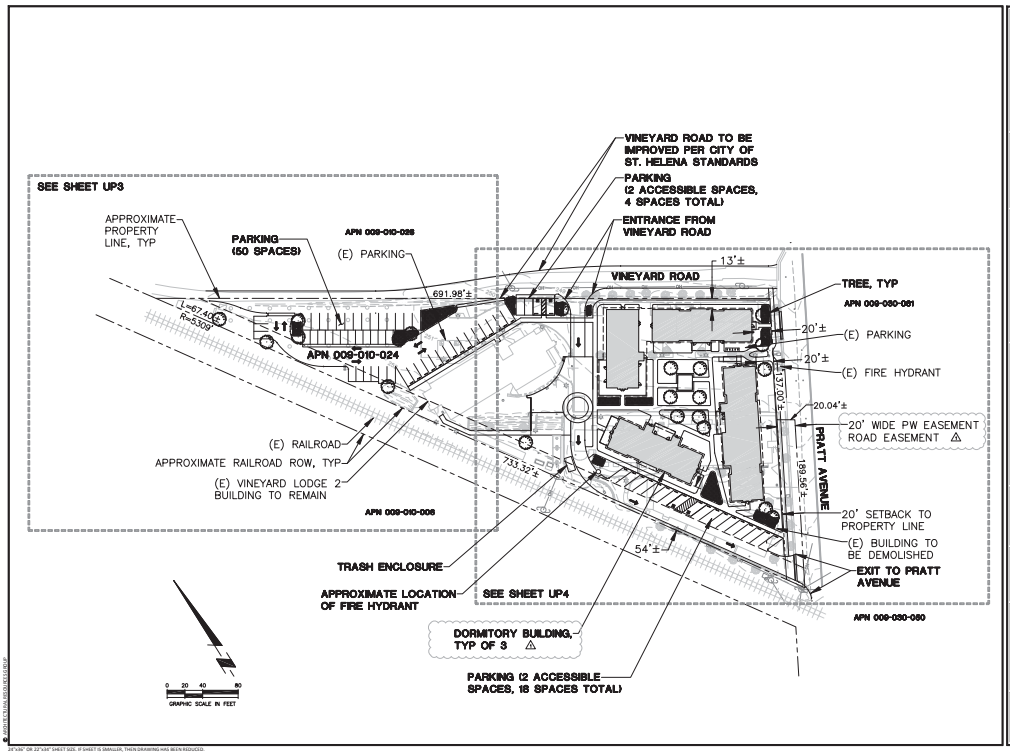

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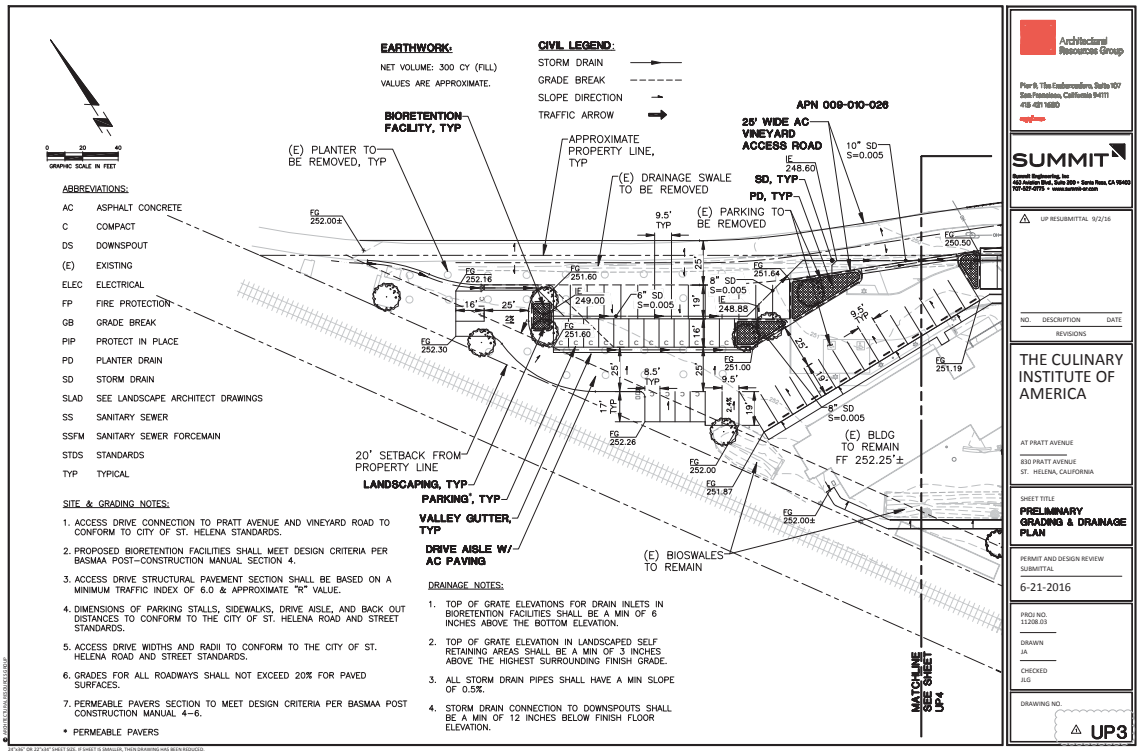
EARTHWORK:
NET VOLUME: 300 CY (FILL)
VALUES ARE APPROXIMATE.
CIVIL LEGEND:
STORM DRAIN
GRADE BREAK
SLOPE DIRECTION
TRAFFIC ARROW
BIORETENTION FACILITY, TYP
(E) PLANTER TO BE REMOVED, TYP
APPROXIMATE PROPERTY LINE, TYP
(E) DRAINAGE SWALE TO BE REMOVED
(E) PARKING TO BE REMOVED
APN 009-010-026
25' WIDE AC VINEYARD ACCESS ROAD
SD, TYP
PD, TYP
10" SD S=0.005
8" SD S=0.005
6" SD S=0.005
(E) BLDG TO REMAIN FF 252.25'±
20' SETBACK FROM PROPERTY LINE
LANDSCAPING, TYP
PARKING', TYP
VALLEY GUTTER, TYP
DRIVE AISLE W/ AC PAVING
(E) BIOSWALES TO REMAIN
MATCHLINE SEE SHEET UP4
0 20 40
GRAPHIC SCALE IN FEET
ABBREVIATIONS:
AC ASPHALT CONCRETE
C COMPACT
DS DOWNSPOUT
(E) EXISTING
ELEC ELECTRICAL
FP FIRE PROTECTION
GB GRADE BREAK
PIP PROTECT IN PLACE
PD PLANTER DRAIN
SD STORM DRAIN
SLAD SEE LANDSCAPE ARCHITECT DRAWINGS
SS SANITARY SEWER
SSFM SANITARY SEWER FORCEMAIN
STDS STANDARDS
TYP TYPICAL
SITE & GRADING NOTES:
1. ACCESS DRIVE CONNECTION TO PRATT AVENUE AND VINEYARD ROAD TO CONFORM TO CITY OF ST. HELENA STANDARDS.
2. PROPOSED BIORETENTION FACILITIES SHALL MEET DESIGN CRITERIA PER BASMAA POST–CONSTRUCTION MANUAL SECTION 4.
3. ACCESS DRIVE STRUCTURAL PAVEMENT SECTION SHALL BE BASED ON A MINIMUM TRAFFIC INDEX OF 6.0 & APPROXIMATE "R" VALUE.
4. DIMENSIONS OF PARKING STALLS, SIDEWALKS, DRIVE AISLE, AND BACK OUT DISTANCES TO CONFORM TO THE CITY OF ST. HELENA ROAD AND STREET STANDARDS.
5. ACCESS DRIVE WIDTHS AND RADII TO CONFORM TO THE CITY OF ST. HELENA ROAD AND STREET STANDARDS.
6. GRADES FOR ALL ROADWAYS SHALL NOT EXCEED 20% FOR PAVED SURFACES.
7. PERMEABLE PAVERS SECTION TO MEET DESIGN CRITERIA PER BASMAA POST CONSTRUCTION MANUAL 4–6.
* PERMEABLE PAVERS
DRAINAGE NOTES:
1. TOP OF GRATE ELEVATIONS FOR DRAIN INLETS IN BIORETENTION FACILITIES SHALL BE A MIN OF 6 INCHES ABOVE THE BOTTOM ELEVATION.
2. TOP OF GRATE ELEVATION IN LANDSCAPED SELF RETAINING AREAS SHALL BE A MIN OF 3 INCHES ABOVE THE HIGHEST SURROUNDING FINISH GRADE.
3. ALL STORM DRAIN PIPES SHALL HAVE A MIN SLOPE OF 0.5%.
4. STORM DRAIN CONNECTION TO DOWNSPOUTS SHALL BE A MIN OF 12 INCHES BELOW FINISH FLOOR ELEVATION.
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PRELIMINARY GRADING & DRAINAGE PLAN
PERMIT AND DESIGN REVIEW SUBMITTAL
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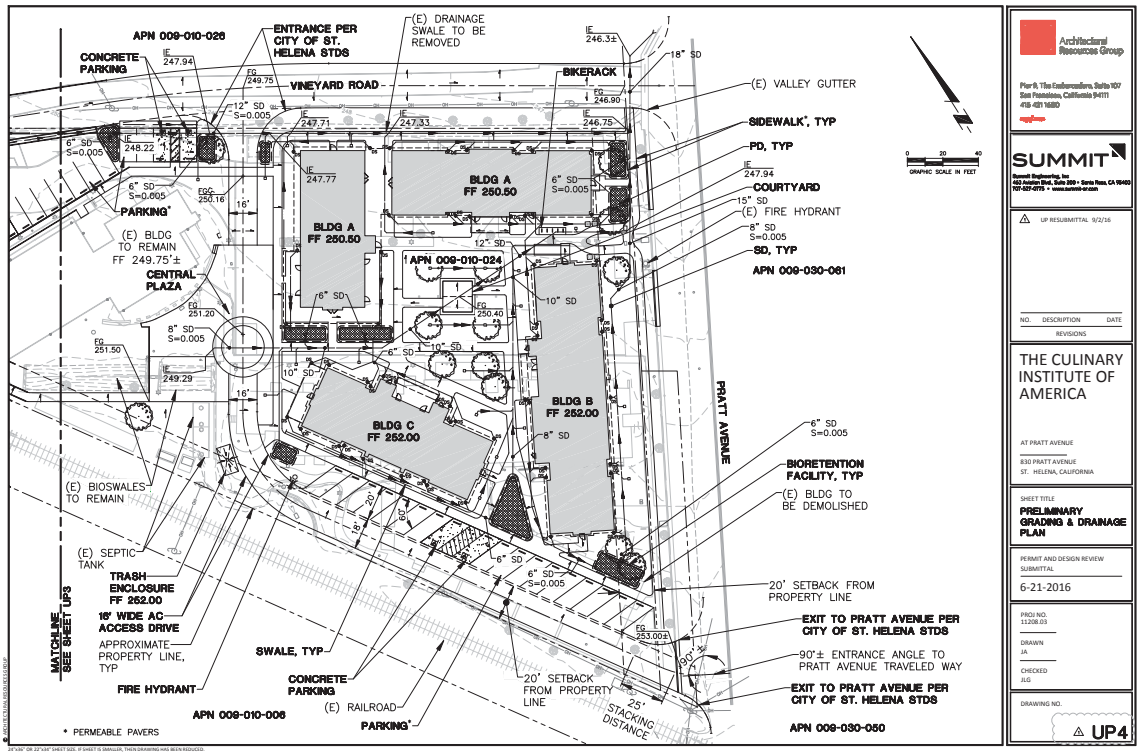

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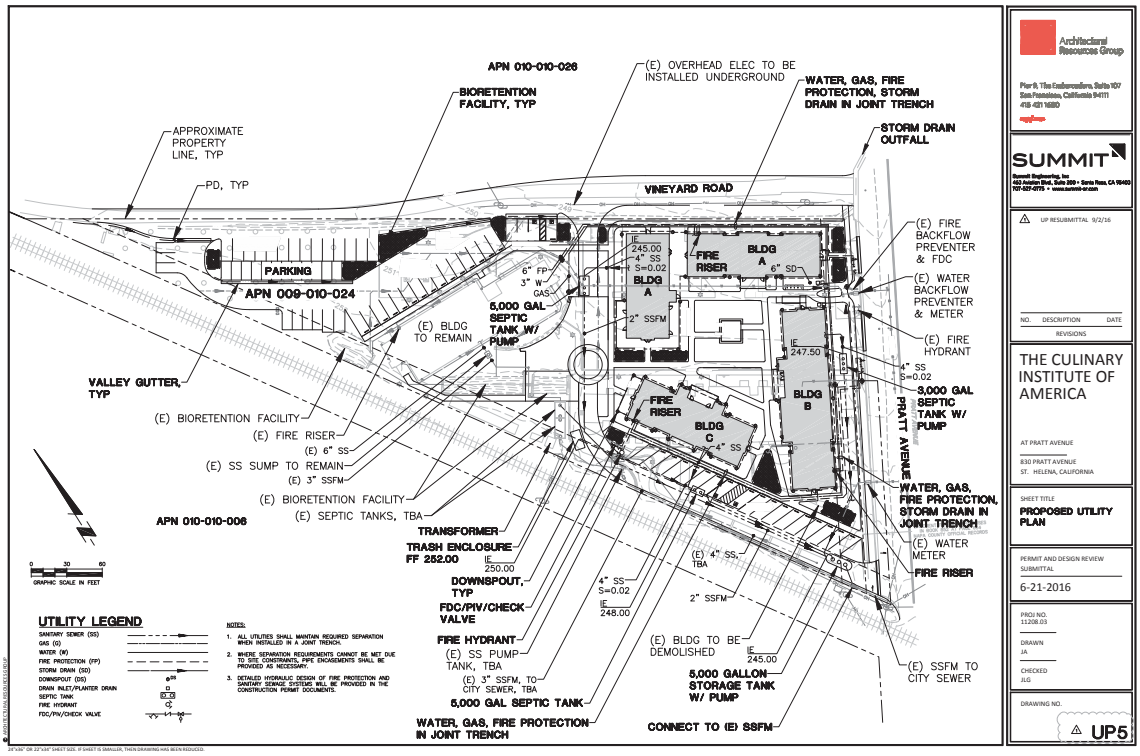

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PROPOSED UTILITY PLAN

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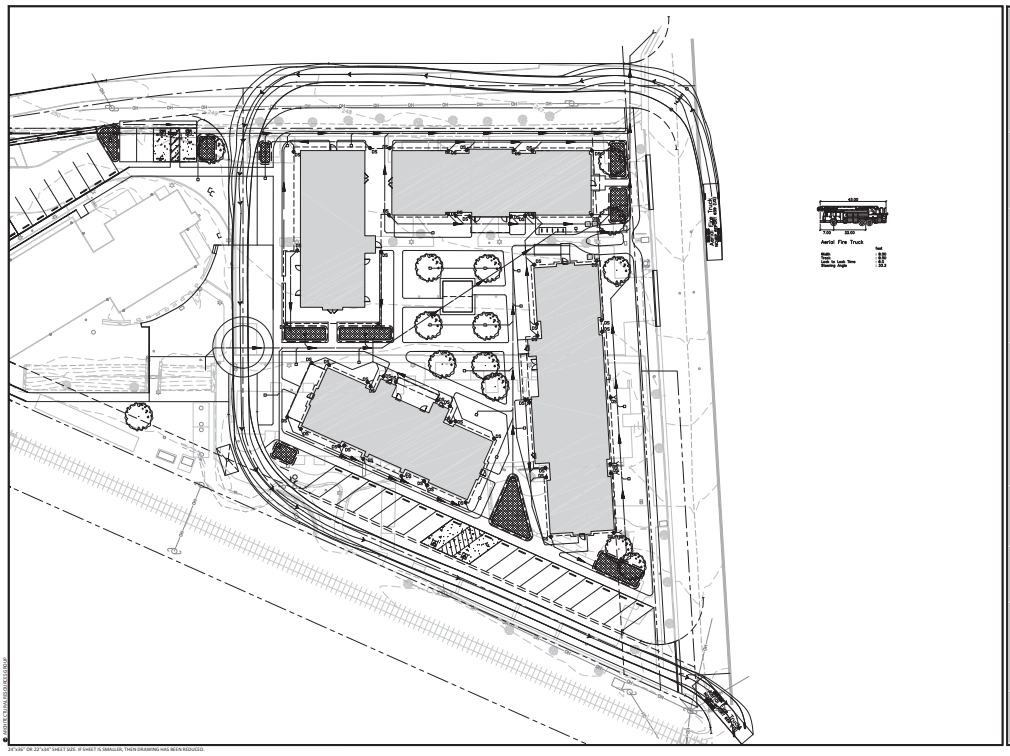

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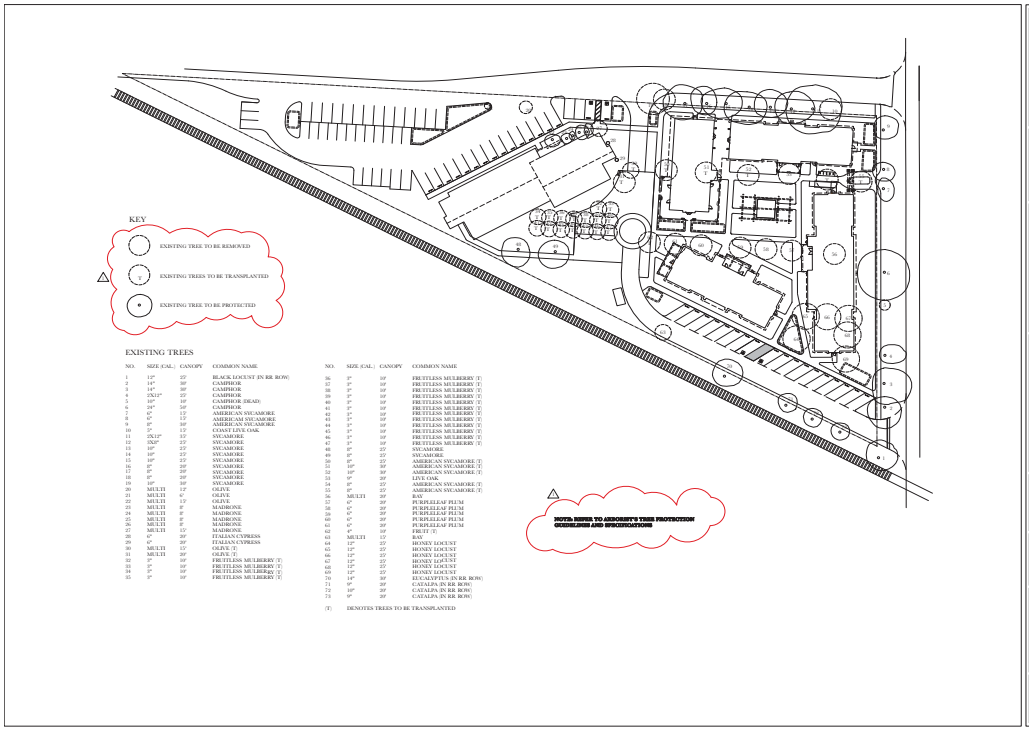

EXISTING TREES

NO.	SIZE (CAL.)	CANOPY	COMMON NAME
1	12"	25'	BLACK LOCUST (IN RR ROW)
2	14"	30'	CAMPHOR
3	14"	30'	CAMPHOR
4	17x17"	25'	CAMPHOR
5	10"	10'	CAMPHOR (DEAD)
6	24"	50'	CAMPHOR
7	8"	15'	AMERICAN SYCAMORE
8	6"	15'	AMERICAN SYCAMORE
9	8"	30'	AMERICAN SYCAMORE
10	5"	15'	COAST LIVE OAK
11	5X12"	35'	SYCAMORE
12	5X5"	35'	SYCAMORE
13	10"	25'	SYCAMORE
14	10"	25'	SYCAMORE
15	10"	25'	SYCAMORE
16	8"	20'	SYCAMORE
17	9"	20'	SYCAMORE
18	9"	20'	SYCAMORE
19	10"	25'	SYCAMORE
20	MULTI	12'	OLIVE
21	MULTI	6'	OLIVE
22	MULTI	15'	OLIVE
23	MULTI	8'	MADRONE
24	MULTI	8'	MADRONE
25	MULTI	8'	MADRONE
26	MULTI	8'	MADRONE
27	MULTI	15'	MADRONE
28	6"	20'	ITALIAN CYPRESS
29	6"	20'	ITALIAN CYPRESS
30	MULTI	15'	OLIVE (T)
31	MULTI	20'	OLIVE (T)
32	3"	10'	FRUITLESS MULBERRY (T)
33	3"	10'	FRUITLESS MULBERRY (T)
34	3"	10'	FRUITLESS MULBERRy (T)
35	3"	10'	FRUITLESS MULBERRY (T)
36	3"	10'	FRUITLESS MULBERRY (T)
37	3"	10'	FRUITLESS MULBERRY (T)
38	3"	10'	FRUITLESS MULBERRY (T)
39	3"	10'	FRUITLESS MULBERRY (T)
40	3"	10'	FRUITLESS MULBERRY (T)
41	3"	10'	FRUITLESS MULBERRY (T)
42	3"	10'	FRUITLESS MULBERRY (T)
43	3"	10'	FRUITLESS MULBERRY (T)
44	3"	10'	FRUITLESS MULBERRY (T)
45	3"	10'	FRUITLESS MULBERRY (T)
46	3"	10'	FRUITLESS MULBERRY (T)
47	3"	10'	FRUITLESS MULBERRY (T)
48	8"	25'	SYCAMORE
49	8"	25'	SYCAMORE
50	8"	25'	AMERICAN SYCAMORE (T)
51	10"	30'	AMERICAN SYCAMORE (T)
52	10"	30'	AMERICAN SYCAMORE (T)
53	9"	20'	LIVE OAK
54	8"	25'	AMERICAN SYCAMORE (T)
55	8"	25'	AMERICAN SYCAMORE (T)
56	MULTI	25'	BAY
57	6"	20'	PURPLELEAF PLUM
58	6"	20'	PURPLELEAF PLUM
59	6"	20'	PURPLELEAF PLUM
60	6"	20'	PURPLELEAF PLUM
61	6"	20'	PURPLELEAF PLUM
62	6"	10'	FRUIT (T)
63	MULTI	15'	BAY
64	12"	25'	HONEY LOCUST
65	12"	25'	HONEY LOCUST
66	12"	25'	HONEY LOCUST
67	12"	25'	HONEY LOCUST
68	12"	25'	HONEY LOCUST
69	12"	25'	HONEY LOCUST
70	14"	30'	EUCALYPTUS (IN RR ROW)
71	9"	20'	CATALPA (IN RR ROW)
72	10"	20'	CATALPA (IN RR ROW)
73	9"	20'	CATALPA (IN RR ROW)

(T) DENOTES TREES TO BE TRANSPLANTED

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△ RESPONSE TO CITY COMMENTS 9.06.2016

NO.	DESCRIPTION	DATE

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AT PRATT AVENUE

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SHEET TITLE
TREE PROTECTION/ REMOVAL PLAN

PERMIT AND DESIGN REVIEW SUBMITTAL
6-21-2016

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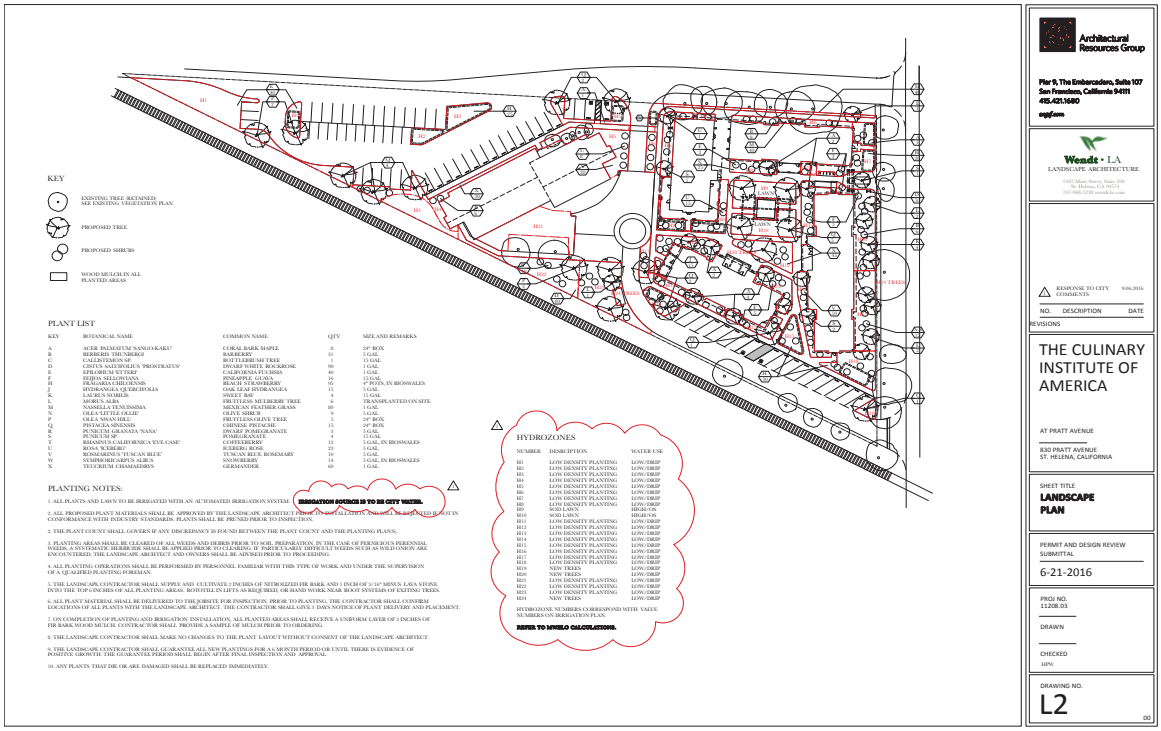

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE AND REMARKS
A	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK MAPLE	8	24" BOX
B	BERBERIS THUNBERGI	BARBERRY	31	5 GAL.
C	CALLISTEMON SP.	BOTTLEBRUSH TREE	1	15 GAL
D	CISTUS SALVIOLIUS 'PROSTRATUS'	DWARF WHITE ROCKROSE	90	1 GAL.
E	EPILOBIUM SUTTERI	CALIFORNIA FUCHSIA	60	1 GAL.
F	FEIJOA SELLOWIANA	PINEAPPLE GUAVA	55	15 GAL.
G	GAULTHERIA SHALLON	SALAL BERRY	95	1 GAL. IN BIOSWALES
J	HYDRANGEA QUERCIFOLIA	OAK LEAF HYDRANGEA	11	5 GAL.
K	LAURUS NOBILIS	SWEET BAY	4	15 GAL
L	MORUS ALBA	FRUITLESS MULBERRY TREE	6	TRANSPLANTED ON SITE
M	NASSELLA TENUISSIMA	MEXICAN FEATHER GRASS	80	1 GAL
O	OLEA 'MONTRA'	LITTLE OLIVE	3	24" BOX
P	OLEA 'SWAN HILL'	FRUITLESS OLIVE TREE	5	24" BOX
Q	PISTACEA SINENSIS	CHINESE PISTACHE	15	24" BOX
R	PUNICUM GRANATA 'NANA'	DWARF POMEGRANATE	3	5 GAL
S	PUNICUM SP.	POMEGRANATE	4	15 GAL
T	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY	12	5 GAL IN BIOSWALES
U	ROSA 'ICEBERG'	ICEBERG ROSE	23	5 GAL.
V	ROSMARINUS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	10	5 GAL.
W	SYMPHORICARPUS ALBUS	SNOWBERRY	14	5 GAL IN BIOSWALES
X	TEUCRIUM CHAMAEDRYS	GERMANDER	60	1 GAL.

PLANTING NOTES:

1. ALL PLANTS AND LAWN TO BE IRRIGATED WITH AN AUTOMATED IRRIGATION SYSTEM. **IRRIGATION SOURCE IS TO BE CITY WATER.**

2. ALL PROPOSED PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION AND SHALL BE PLANTED & KEPT IN CONFORMANCE WITH INDUSTRY STANDARDS. PLANTS SHALL BE PRUNED PRIOR TO INSPECTION.

3. THE PLANT COUNT SHALL GOVERN IF ANY DISCREPANCY IS FOUND BETWEEN THE PLANT COUNT AND THE PLANTING PLANS.

4. PLANTING AREAS SHALL BE CLEARED OF ALL WEEDS AND DEBRIS PRIOR TO SOIL PREPARATION. IN THE CASE OF PERNICIOUS PERENNIAL WEEDS, A SYSTEMATIC HERBICIDE SHALL BE APPLIED PRIOR TO CLEARING. IF PARTICULARLY DIFFICULT WEEDS SUCH AS WILD ONION ARE ENCOUNTERED, THE LANDSCAPE ARCHITECT AND OWNERS SHALL BE ADVISED PRIOR TO PROCEEDING.

5. ALL PLANTING OPERATIONS SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH THIS TYPE OF WORK AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.

6. THE LANDSCAPE CONTRACTOR SHALL SUPPLY AND CULTIVATE 2 INCHES OF NITROGEZED FIR BARK AND 1 INCH OF 1/16" MINUS LAVA STONE INTO THE TOP 6 INCHES OF ALL PLANTING AREAS. ROTOTILL IN LIFTS AS REQUIRED, OR HAND WORK NEAR ROOT SYSTEMS OF EXITING TREES.

7. ALL PLANT MATERIAL SHALL BE DELIVERED TO THE JOBSITE FOR INSPECTION, PRIOR TO PLANTING, THE CONTRACTOR SHALL CONFIRM LOCATIONS OF ALL PLANTS WITH THE LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL GIVE 3 DAYS NOTICE OF PLANT DELIVERY AND PLACEMENT.

8. ON COMPLETION OF PLANTING AND IRRIGATION INSTALLATION, ALL PLANTED AREAS SHALL RECEIVE A UNIFORM LAYER OF 2 INCHES OF FIR BARK WOOD MULCH. CONTRACTOR SHALL PROVIDE A SAMPLE OF MULCH PRIOR TO ORDERING.

9. THE LANDSCAPE CONTRACTOR SHALL MAKE NO CHANGES TO THE PLANT LAYOUT WITHOUT CONSENT OF THE LANDSCAPE ARCHITECT.

10. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL NEW PLANTINGS FOR A 6 MONTH PERIOD OR UNTIL THERE IS EVIDENCE OF POSITIVE GROWTH. THE GUARANTEE PERIOD SHALL BEGIN AFTER FINAL INSPECTION AND APPROVAL.

11. ANY PLANTS THAT DIE OR ARE DAMAGED SHALL BE REPLACED IMMEDIATELY.

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SHEET TITLE
LANDSCAPE PLAN

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6-21-2016

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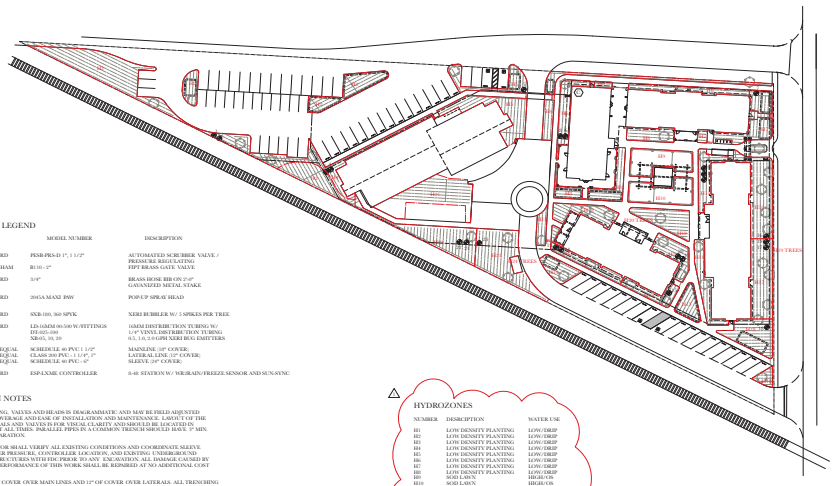

IRRIGATION LEGEND

KEY	MAKE	MODEL NUMBER	DESCRIPTION
	RAINBIRD	PESB-PRS-D 1", 1 1/2"	AUTOMATED SCRUBBER VALVE / PRESSURE REGULATING
	STOCKHAM	B110 -2"	FIPT BRASS GATE VALVE
	RAINBIRD	3/4"	BRASS HOSE BIB ON 2'-0" GALVANIZED METAL STAKE
	RAINBIRD	2045A MAXI PAW	POP-UP SPRAY HEAD
	RAINBIRD	SXB-180, 360 SPVK	XERI BUBBLER W/ 3 SPIKES PER TREE
	RAINBIRD	LD-16MM 00-500 W/FITTINGS DT-025-500 XB-01, 05, 10	16MM DISTRIBUTION TUBING W/ 1/4" VINYL DISTRIBUTION TUBING 0.5, 1.0, 2.0 GPH XERI-BUG EMITTERS
	EPCO/EQUAL EPCO/EQUAL EPCO/EQUAL	SCHEDULE 40 PVC 1 1/2" CLASS 200 PVC - 1 1/4", 1" SCHEDULE 40 PVC - 6"	MAINLINE (18" COVER) LATERAL LINE (12" COVER) SLEEVE (24" COVER)
	RAINBIRD	ESP-LXME CONTROLLER	8-48 STATION W/ WEATHER-FREEZE SENSOR AND SUN-SYNC

IRRIGATION NOTES

1. LAYOUT OF PIPING, VALVES AND HEADS IS DIAGRAMMATIC AND MAY BE FIELD ADJUSTED FOR OPTIMUM COVERAGE AND EASE OF INSTALLATION AND MAINTENANCE. LAYOUT OF THE MAINTENANCE VALVES AND VALVES IS FOR VISUAL CLARITY AND SHOULD BE LOCATED IN PLANTING BEDS WHERE POSSIBLE. INSTALL PIPES IN A COMMON TRENCH SHOULD HAVE 3" MIN. HORIZONTAL SEPARATION.

2. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND COORDINATE SLEEVE LOCATIONS, WATER PRESSURE, CONTROLLER LOCATION, AND EXISTING UNDERGROUND UTILITIES AND STRUCTURES WITH FDG PRIOR TO ANY EXCAVATION. ALL DAMAGE CAUSED BY OR DURING THE PERFORMANCE OF THIS WORK SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.

3. PROVIDE 18" OF COVER OVER MAIN LINES AND 12" OF COVER OVER LATERALS. ALL TRENCHING WITHIN OR NEAR THE DRIPLINES OF EXISTING TREES SHALL BE APPROVED BY THE ARBORIST PRIOR TO PROCEEDING.

4. ALL BACKFILL MATERIAL SHALL BE CLEAN AND FREE OF ROCKS AND DEBRIS AND SHALL BE COMPACTED TO ORIGINAL SOIL DENSITY. SLEEVES SHALL EXTEND 12" BEYOND PAVING EDGES.

5. THE CONTRACTOR SHALL MAINTAIN AN ACCURATE AS-BUILD DRAWING OF THE INSTALLED SYSTEM AND PROVIDE IT TO THE OWNER UPON COMPLETION OF THE WORK.

STATEMENT OF COMPLIANCE:

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

HYDROZONES

NUMBER	DESCRIPTION	WATER USE
H1	LOW DENSITY PLANTING	LOW/DRIP
H2	LOW DENSITY PLANTING	LOW/DRIP
H3	LOW DENSITY PLANTING	LOW/DRIP
H4	LOW DENSITY PLANTING	LOW/DRIP
H5	LOW DENSITY PLANTING	LOW/DRIP
H6	LOW DENSITY PLANTING	LOW/DRIP
H7	LOW DENSITY PLANTING	LOW/DRIP
H8	LOW DENSITY PLANTING	LOW/DRIP
H9	SOD LAWN	HIGH/OS
H10	SOD LAWN	HIGH/OS
H11	LOW DENSITY PLANTING	LOW/DRIP
H12	LOW DENSITY PLANTING	LOW/DRIP
H13	LOW DENSITY PLANTING	LOW/DRIP
H14	LOW DENSITY PLANTING	LOW/DRIP
H15	LOW DENSITY PLANTING	LOW/DRIP
H16	LOW DENSITY PLANTING	LOW/DRIP
H17	LOW DENSITY PLANTING	LOW/DRIP
H18	LOW DENSITY PLANTING	LOW/DRIP
H19	NEW TREES	LOW/DRIP
H20	NEW TREES	LOW/DRIP
H21	LOW DENSITY PLANTING	LOW/DRIP
H22	LOW DENSITY PLANTING	LOW/DRIP
H23	LOW DENSITY PLANTING	LOW/DRIP
H24	NEW TREES	LOW/DRIP

HYDROZONE NUMBERS CORRESPOND WITH VALVE NUMBERS ON IRRIGATION PLAN.

REFER TO WWELO CALCULATIONS.

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NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

ARCHITECTURAL SITE PLAN

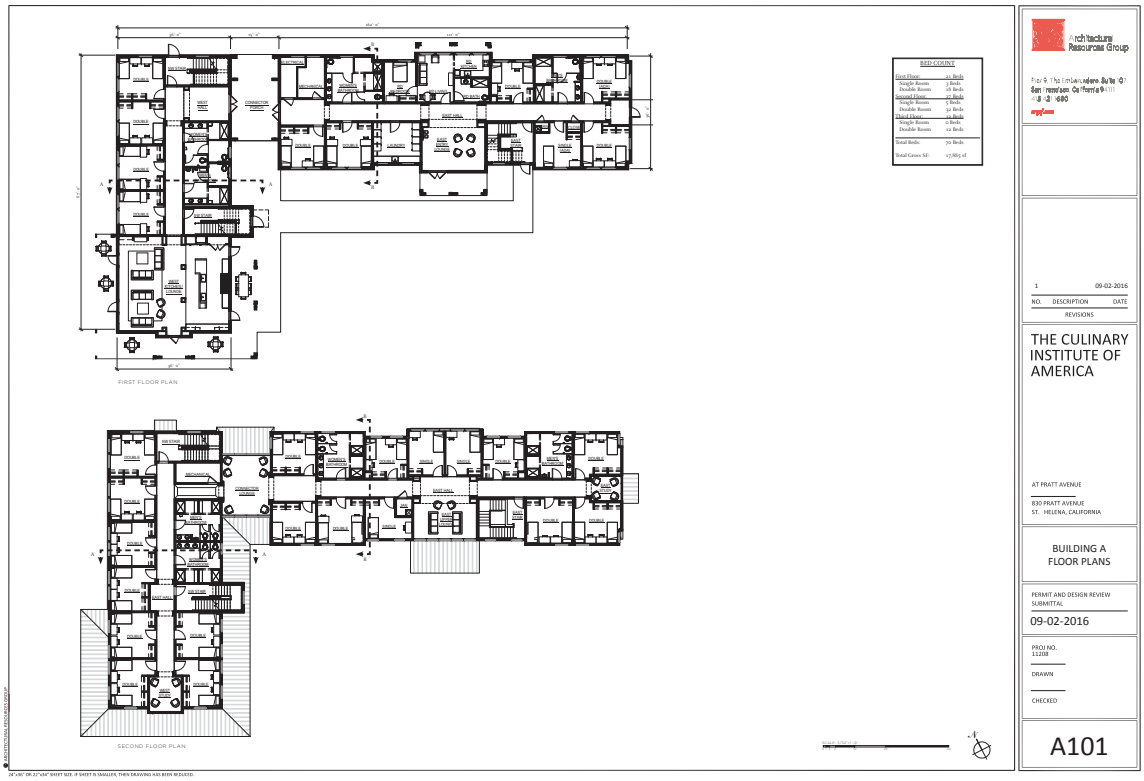
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016

PROJ NO.
11208

DRAWN

CHECKED

A001


BED COUNT
FIRST FLOOR PLAN
SECOND FLOOR PLAN
Architecture Resources Group
1 09-02-2016
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST., HELENA, CALIFORNIA
BUILDING A
FLOOR PLANS
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016
PROJ NO.
11208
DRAWN
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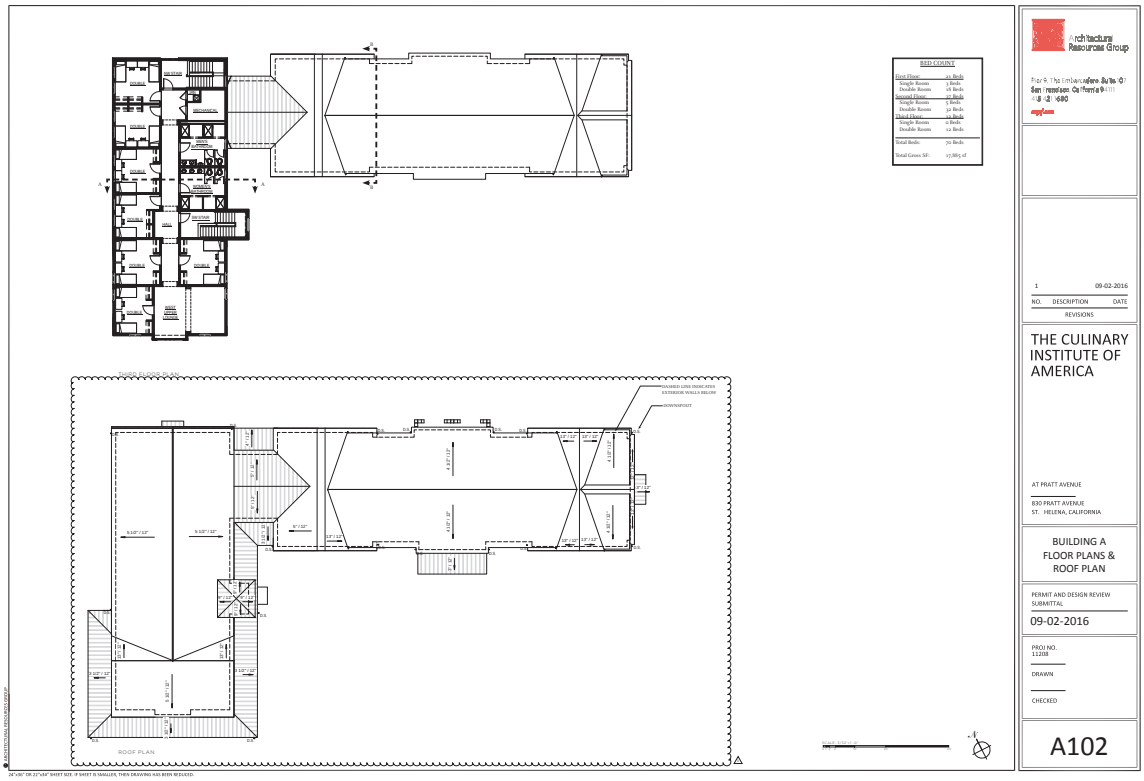
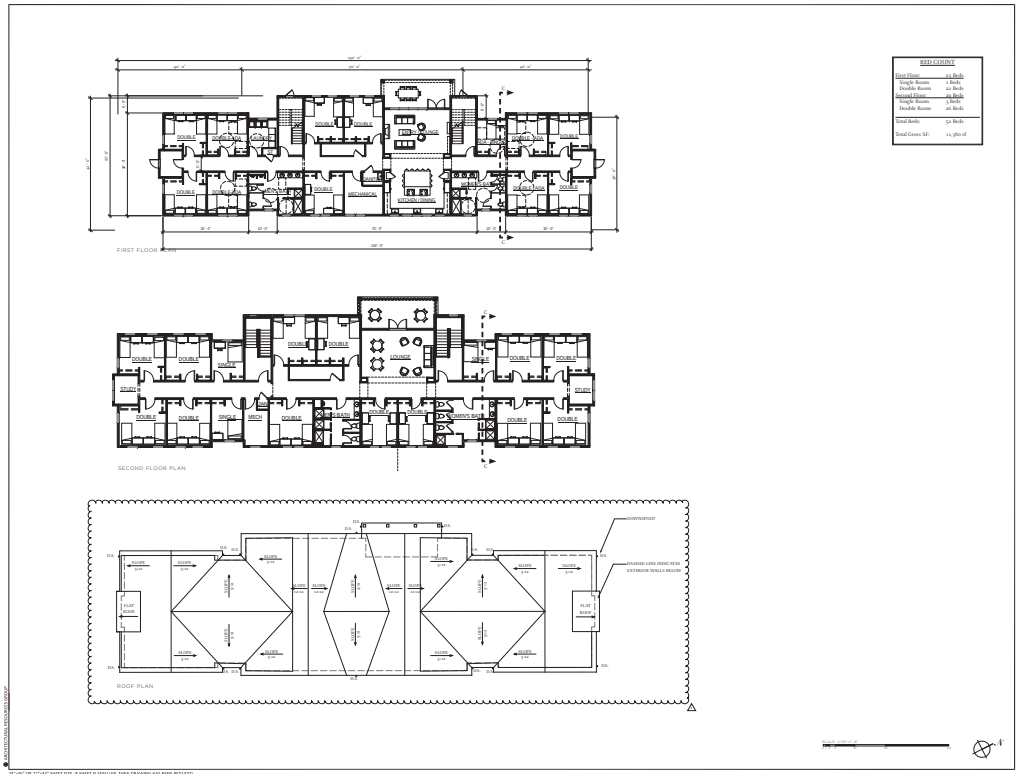
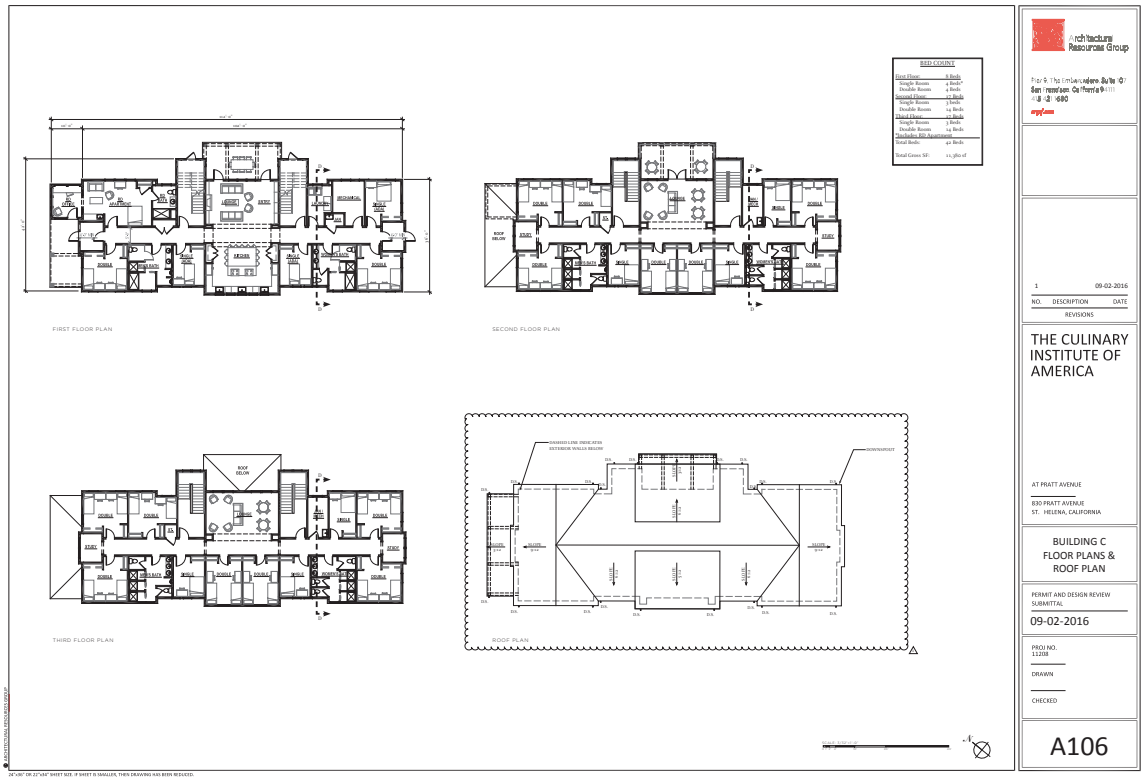
A101


BED COUNT
First Floor: 91 Beds
Single Room 3 Beds
Double Room 44 Beds
Second Floor 92 Beds
Single Room 3 Beds
Double Room 32 Beds
Third Floor 72 Beds
Single Room 0 Beds
Double Room 72 Beds
Total Beds: 70 Beds
Total Gross SF: 17,865 sf
ROOF PLAN
Architecture Resources Group
1 09-02-2016
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
BUILDING A FLOOR PLANS & ROOF PLAN
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016
PROJ NO. 11208
DRAWN
CHECKED
A102


WEST ELEVATION
SECTION A-A
SECTION B-B
NORTH ELEVATION
ARCHITECTURAL ASPHALT SHINGLE ROOF
PAINTED COMBINITION OR POLY-SAM TRIM (TYPICAL)
CLAD WINDOWS (TYPICAL)
DECORATIVE STANDING SEAM METAL ROOFING
DECORATIVE STAINED WD COLUMNS & BRACKETS AT PORCHES & TRELLIS (TYPICAL)
STAINED REDI CEDAR SIDING
PAINTED INSULATED METAL EXTERIOR DOOR (TYPICAL)
PARGE COAT AT EXPOSED FOUNDATION
Architecture Resources Group
09-02-2016
1
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
BUILDING A ELEVATIONS & SECTION
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016
PROJ NO.
11208
DRAWN
CHECKED
A103


FIRST FLOOR
SECOND FLOOR PLAN
ROOF PLAN
BED COUNT
First Floor: 22 Beds
Single Rooms 1 Beds
Double Rooms 21 Beds
Second Floor: 29 Beds
Single Rooms 3 Beds
Double Rooms 26 Beds
Total Beds: 51 Beds
Total Gross SF: 11,360 sf
Architecture Resources Group
1 09-02-2016
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
BUILDING B
FLOOR PLANS &
ROOF PLAN
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016
PROJ NO.
11208
DRAWN
CHECKED
A104


WEST ELEVATION
SECTION C-C
EAST ELEVATION
EAST ELEVATION OF BUILDING A
Architecture Resources Group
1 09-02-2016
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
BUILDING B
ELEVATIONS & SECTION
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016
PROJ NO.
11208
DRAWN
CHECKED
A105


BED COUNT
FIRST FLOOR PLAN
SECOND FLOOR PLAN
THIRD FLOOR PLAN
ROOF PLAN
Architecture Resources Group
09-02-2016
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
BUILDING C
FLOOR PLANS &
ROOF PLAN
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016
PROJ NO.
11208
DRAWN
CHECKED
A106



Architecture Resources Group

1 09-02-2016
NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

BUILDING C
ELEVATIONS & SECTION

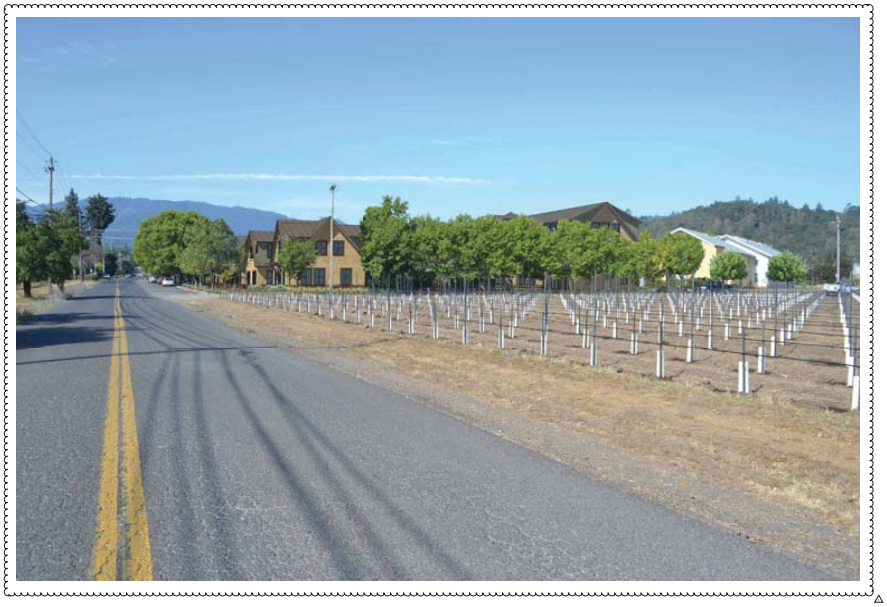
PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016

PROJ NO.
11208

DRAWN

CHECKED

A107



Architecture Resources Group

1 09-02-2016
NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

PERSPECTIVE ILLUSTRATION

PERMIT AND DESIGN REVIEW SUBMITTAL
09-02-2016

PROJ NO.
11208

DRAWN

CHECKED

A108

Memorandum

Date:	June 15, 2016
To:	Naomi Miroglio, FAIA Architectural Resource Group Pier 9, The Embarcadero, Suite 107 San Francisco, CA 94111
From:	David Buehler, P.E.
Subject:	**Culinary Institute of America Vineyard Lodge Noise Study**

Introduction

The Culinary Institute of America (CIA) is proposing to expand the student housing facility located at 830 Pratt Avenue, St. Helena, CA. Existing buildings would be demolished and new housing buildings would be constructed. Figure 1 shows the current proposed site layout. This memorandum provides an assessment of noise and vibration impacts associated with construction and operation of the facility. The discussion has been formatted to be consistent with the California Environmental Quality Act (CEQA) checklist for noise impacts.

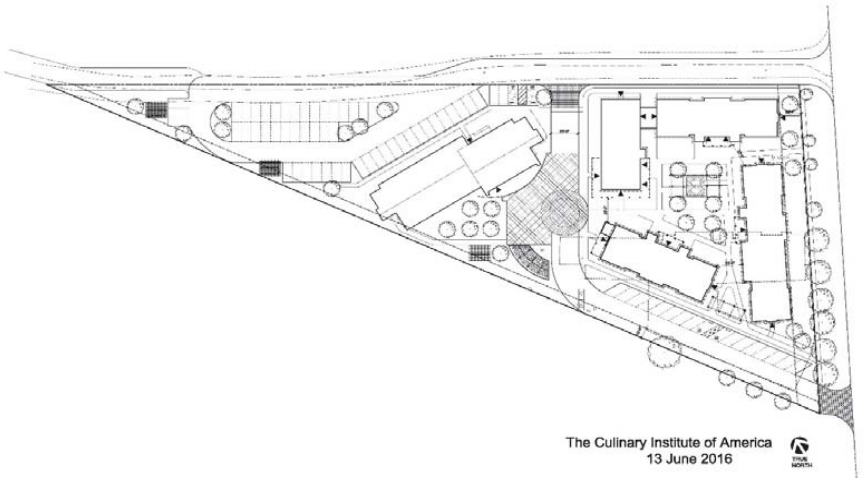


Figure 1. Culinary Institute of America Vineyard Lodge

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

Noise Discussion

Terminology

Noise

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Noise is generally defined as unwanted sound that annoys or disturbs people. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". Table 1 provides definitions of sound measurements and other terminology used in this discuss, and Table 2 summarizes typical A-weighted sound levels for different noise sources.

In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at rate of 6 dB per doubling of distance. For a line source such as free flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance (Caltrans 2013a). Atmospheric conditions including wind, temperature gradients, and humidity can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface such as grass attenuates at a greater rate than sound that travels over a hard surface such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers such as buildings and topography that block the line of sight between a source and receiver also increase the attenuation of sound over distance.

Table 1. Definition of Sound Measurements

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded "x" percent of a specific time period. L10 is the sound level exceeded 10 percent of the time.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/sec.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

Table 2. Typical A-weighted Sound Levels

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

Source: Caltrans 2013a.

Vibration

Operation of heavy construction equipment, particularly pile driving and other impacts devices such as pavement breakers create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance

that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

Table 3 summarizes typical vibration levels generated by construction equipment (FTA 2006).

Table 3. Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 feet
Pile driver (impact)	0.644 to 1.518
Pile drive (sonic/vibratory)	0.170 to 0.734
Vibratory roller	0.210
Hoe ram	0.089
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: FTA 2006.

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (FTA 2006). PPV_{ref} is the reference PPV from TableXII-3:

$$PPV = PPV_{ref} \times (25/Distance)^{1.5}$$

Tables 4 and 5 summarize guidelines developed by Caltrans for damage and annoyance potential from transient and continuous vibration that is usually associated with construction activity. Equipment or activities typical of continuous vibration include: excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include: impact pile drivers, blasting, drop balls, “pogo stick” compactors, and crack-and-seat equipment (Caltrans 2013b).

Table 4. Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 5. Guideline Vibration Annoyance Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Regulatory Setting

City of St. Helena Municipal Code

The City of St. Helena Municipal Code Section 8.24 relates to noise. Section 8.24.10B relates to "unnecessary noises" in general and states the following:

> Between the hours of ten p.m. and seven a.m. next ensuing, no commercial or other activity shall be conducted upon any privately owned real property within the city which activity creates noise which can be heard at the property line of any parcel of real property within the city, unless a permit shall first have been secured from the chief of police.

Section 8.24.10C relates to construction noise and states:

1. Monday through Saturday. 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 eight a.m. to five p.m. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to seven a.m. to six p.m. Exceptions to these time restrictions may be granted by the public works director for one of the following reasons: (a) inclement weather affecting work; (b) emergency work; or (c) 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.
2. Sundays and Holidays (Federal and Local). No construction activities allowed which generate noise that can be heard at the property line of any parcel of real property within the city limits.

City of St. Helena General Plan

Chapter 8.0 Public Health and Safety Element of the City of St. Helena General Plan includes a section on noise. The purpose of this section of the element is to provide a basis for establishing comprehensive local programs to control and abate environmental noise, and to protect citizens from excessive noise exposure.

The element applies California Noise Insulation Standards sound for limiting interior noise from exterior sources. The Standards set forth an interior standard of 45 dB, CNEL (or Ldn) in any habitable room, and require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than CNEL (or Ldn) of 60 dB.

If all doors and windows are required to be closed in order to meet the interior noise standards, then the Standard requires that the design of the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment. The ventilation system must not compromise the dwelling unit isolation from the exterior. Wall NC units are not acceptable as a response to this requirement. If any portion of the dwelling must have closed windows, then the entire dwelling must satisfy this ventilation provision.

The element also specifies noise land use compatibility guidelines. For residential land uses the following guidelines are stated:

Less than 55 Ldn or CNEL – completely compatible

55 to 60 Ldn or CNEL – tentatively compatible

60 to 65 Ldn or CNEL – normally incompatible

65 to 70 Ldn or CNEL – completely incompatible

These compatibility terms are defined as follows:

Completely Compatible: the noise exposure is such that both the indoor and outdoor environments are pleasant, as long as noise sources do not cause the ambient noise to increase more than 5 dBA, and in the absence of intrusive and intermittent noise.

Tentatively Compatible: the noise exposure is great enough to be of concern, but common building construction practices will make the living indoor environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant for recreation and play.

Normally Incompatible: the noise exposure is so severe that unusual and costly building construction is necessary to ensure some tranquility inside one's home, and barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.

Completely Incompatible: the noise exposure at the site is so severe that construction costs to make the indoor living environment acceptable would be prohibitive and the outdoor environment would still be intolerable.

Environmental Setting

Noise Sensitive Land Uses

The project area is generally rural. A residence is located directly southeast of the project site across Pratt Avenue. A residential subdivision is located further south across Pratt avenue. Several other single family residences are location about 250 feet or further northeast of the project across Pratt Avenue. See Figure 1. A large winery operation is located southwest of the project site.



Figure 2. Noise Monitoring Positions

Existing Noise Conditions

Traffic on Pratt Avenue is the primary source of noise in the project area but traffic volumes are low. The posted speed is 35 mph. The train track located on the southwest side of the project site has not been in use for many years. However, use of the track by the Napa Wine Train has recently commenced. Trains pass twice a day 7 days per week at approximately 1:00 p.m. and 2:00 p.m.

Noise monitoring was conducted on the project site to characterize existing noise levels in the project area. Noise monitoring positions are show in Figure 2. Sound levels measured at Position LT-1 are considered to be representative of sound level at the residence located directly across Pratt Avenue. A short-term (15-minute) measurement was taken using a Larson-Davis 831 Type 1 sound level meter at Position ST-1 on Friday April 29 beginning at 11:10 a.m. During this time 14 automobiles and 1 heavy truck passed the project site. The posted speed is 35 mph. The equivalent sound level measured during this period was 55.4 dBA.

Unattended continuous sound level measurements were also taken at Positions LT-1 and LT-2 using Piccolo Type 2 sound level meters starting on Friday April 29 and continuing through Wednesday May 4. The Napa Wine Train was not operating during this time. The existing CIA facility was unoccupied as students were on break. These measured noise levels therefore represent the lowest noise levels likely to be encountered in the area. Table 6 summarizes measured sound levels values at each position.

Table 6. Summary of Measured Long-Term Sound Levels

Position	Day			
LT-1	**Saturday**	**Sunday**	**Monday**	**Tuesday**
Daytime L_{eq} Range (dBA)	53.9 to 60.4	55.3 to 60.6	51.8 to 61.2	51.2 to 61.4
Nightime L_{eq} Range (dBA)	49.1 to 57.2	49.1 to 57.7	49.1 to 56.1	47.7 to 62.0
L_{dn}	61.6	61.2	61.7	62.7
LT-2	**Saturday**	**Sunday**	**Monday**	**Tuesday**
Daytime L_{eq} Range (dBA)	52.5 to 69.1	51.0 to 57.1	50.0 to 63.0	50.7 to 64.2
Nightime L_{eq} Range (dBA)	47.6 to 58.8	44.5 to 51.2	43.4 to 55.6	40.8 to 48.5
L_{dn}	63.0	56.6	59.4	62.6
Daytime: 7:00 a.m. to 10:00 p.m. Nighttime: 10:00 p.m. to 7:00 a.m.				

Overall these noise measurements indicate that the noise environment in the project area is generally quiet and consistent with the rural setting.

CEQA Checklist Responses

a. Would the project expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Construction Noise

Construction of the proposed project will involve demolition of existing buildings and construction of new buildings. Details on construction phasing and specific types of equipment have not yet been determined. However, a reasonable assessment of construction noise can be made based on noise levels associated with typical residential construction developed by the U.S. Environmental Protection Agency (EPA 1971). Table 7 summarizes typical noise levels generated by common construction phases. Equipment to be used for demolition is expected to generate noise similar to ground clearing.

Table 7. Demolition and Construction Noise

	Housing Distance from Construction (feet) Sound Level (dBA)					
Construction Phase	**50**	**75**	**100**	**200**	**400**	**800**
Ground Clearing*	85	81	79	73	67	61
Excavation	89	85	83	77	71	65
Foundations	82	79	76	70	64	58
Building/Facility Construction	81	78	75	69	63	57
Finishing and Clean-up	86	83	80	74	68	62

Source: EPA 1971
*Demolition expected to be similar.

The closest residence is located about 75 feet from the nearest building. The construction noise data in Table 3 indicates that demolition and construction activity could result in noise in the range of 78 to 85 dBA at the nearest residence. Construction activity that occurs outside of the hours identified in Section 8.24.10C of the Municipal Code would result in noise that is in excess the applicable local noise standard. This impact is therefore considered to be significant. Implementation of Mitigation Measure NOI-1 would reduce this impact to a less-than-significant level by limiting construction to the hours allowed in the municipal code.

Mitigation Measure NOI-1: Limit hours of noise-generating demolition and construction activity

The project applicant's construction contractor shall limit the hours when noise-generating demolition and construction activity occurs on the project site in accordance with Section 8.24.10C of the City of St. Helena municipal code. 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 the days of Monday through Saturday between the hours of eight a.m. to five p.m. Delivery of materials/equipment and cleaning and servicing of machines/equipment shall be limited to seven a.m. to six p.m.

Operational Noise – Traffic

The traffic study conducted by Crane Transportation Group indicates that during the AM and PM peak hours, the project will add 4 trips (AM) and 8 trips (PM) to Pratt Avenue west of the project site and 4 trips (AM) and 4 trips (PM) trips east of the project site. The existing AM and PM peak hour traffic volumes are 100 and 129 west of the project site respectively and 90 and 117 east of the project site respectively. The addition of eight and four trip from the project in each direction will increase traffic noise by less than 0.5 dB. This is well below the threshold of a perceptible change (3 dB). As such implementation of the proposed project will not substantially increase traffic noise in the area. This impact is therefore less than significant and no mitigation is required.

Measurements taken on the project site indicate that existing traffic noise levels at the project site are in the range of 57 to 63 Ldn. Conventional building construction with windows closed is expected to reduce exterior noise by at least 20 dB at interior locations (FHWA 2011). Accordingly interior noise levels at the new facility are expected to be 45 Ldn or less which is compliance with the City standard for interior noise. This impact is therefore less than significant and no mitigation is required.

Operational Noise – Napa Wine Train

Two passages of the Napa Wine Train during daytime hours would result in audible sound at the facility. However, because of the slow speed of the train and the short during of each passage, this would not result in an adverse effect to the facility. This impact is therefore less than significant and no mitigation is required.

Operational Noise – Mechanical Systems

Mechanical systems associated with heating, ventilation, and air conditioning may generate noise. The specific details on the design and location of these systems has not yet been determined. Operation of these systems could result in noise at nearby residences that is above the existing ambient noise level depending on the design and location of the systems. Accordingly, operation of these systems could result in an exceedance of the Municipal Code standard Section 8.24.10B which states that no commercial or other activity may create noise that can be heard at the property line of any private property between the hours of 10:00 p.m. and 7:00 a.m. This impact is therefore considered to be significant. Implementation of Mitigation Measure NOI-2 would reduce this impact to a less-than-significant level by limiting noise generated by mechanical equipment.

Mitigation Measure NOI-2: Design mechanical systems to limit noise

Mechanical systems for the project shall be designed and operated such that noise is in compliance with Section 8.24.10B of the City of St. Helena municipal code. Mechanical systems

shall be designed such that noise from the operation of the system cannot be heard at the property line of any private property between the hours of 10:00 p.m. and 7:00 a.m.

Operational Noise – Student Activities

The facility will have a central quad area that may be used as a gathering place for students. Events such as barbeques and other social events could be held in the quad. Gatherings could include up to 120 students who would live on the site. Residential neighbors near the project site have expressed concern that these gatherings and other activities could generate noise.

A person speaking in a normal voice produces a sound level of about 57 dBA at 1 meter (Harris 1979). This corresponds to a sound level of about 33 dBA at 50 feet. Under a worst case scenario 120 people could be speaking at the same time at an outdoor event in the quad. The cumulative sound level would be about 54 dBA at 50 feet. The nearest residence is about 260 feet from the center of the quad. A sound level of 54 dBA at 50 feet would drop to about 47 dBA at 260 feet assuming attenuation of 6 dB per doubling of distance. In addition the new buildings will surround the quad providing acoustical shielding of at least 5 dB between the quad and the nearest residence. The resulting sound level at the nearest residence would be about 42 dBA. This is well below the measured daytime ambient sound levels that are in the range of 50 to 64 dBA. Note that the existing measured noise levels were taken when the facility was unoccupied by students and represent the lowest noise levels likely to be encountered in the area. This analysis therefore represents a worst-case assessment because existing noise levels with the facility occupied could be slightly higher.

In addition several rules will be in place for limiting noise generated by these activities:

- No amplified music will be allowed outside.
- The current 9:30 p.m. curfew for noise generated by students will be continued and enforced.
- Non-residents would not be allowed to attend events in the quad.

Given the presence of this acoustical shielding and the rules that will be in place, student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m. Accordingly, these activities are not expected to result in noise that exceeds applicable local noise standards. This impact is therefore considered to be less than significant. No mitigation is required.

b. Would the project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

Construction activity could occur as close as about 75 feet from nearby residences. Table 8 summarizes projected vibration levels at 50 feet for equipment that is likely to be used for this project (FTA 2006).

Table 8. Vibration Levels for Construction Equipment

Equipment	PPV at 75 feet	Perception*
Vibratory roller	0.0404	Distinctly perceptible
Large bulldozer	0.0171	Barely perceptible
Loaded trucks	0.0146	Barely perceptible
Jackhammer	0.0067	Barely perceptible
Small bulldozer	0.0006	Not perceptible

Source: FTA 2006.
*based on Table 5.

The results in Table 8 indicate that construction activity could result in vibration that is barely to distinctly perceptible at the nearest residence but is not at a level that could cause damage to nearby structures. Because periods of perceptible vibration would be brief and temporary, the project is not expected to expose people to excessive groundborne vibration. This impact is less than significant. No mitigation is required.

Two passages of the Napa Wine Train during daytime hours could result in perceptible ground vibration at the facility. However, because of the slow speed of the train and the short during of each passage, this would not result in an adverse effect to the facility. This impact is therefore less than significant and no mitigation is required.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Operational Noise – Traffic

As discussed above the project applicant has determined that operation of the project will not increase trip generation relative to existing uses on the project site. As such implementation of the proposed project will not increase traffic noise in the area. This impact is therefore less than significant. No mitigation is required.

Operational Noise – Mechanical Systems

As discussed above, mechanical systems associated with heating, ventilation, and air conditioning may generate noise. The specific details on the design and location of these systems has not yet been determined. Operation of these systems could result in noise at nearby residences that is above the existing ambient noise level depending on the design and location of the systems. Accordingly, operation of these systems could result in an exceedance of the Municipal Code standard Section 8.24.10B which states that no commercial or other activity may create noise that can be heard at the property line of any private property between the hours of 10 p.m. and 7:00 a.m. This would constitute a substantial permanent increase in noise. This impact is therefore considered to be significant. Implementation of Mitigation Measure NOI-2 would reduce this impact to a less-than-significant level by limiting noise generated by mechanical equipment.

Operational Noise – Student Activities

As discussed above the facility will have a central quad area that may be used as a gathering place for students. Events such as barbeques and other social events could be held in the quad. Gatherings could include up to 120 students who would live on the site. Residential neighbors near the project site have expressed concern that these gatherings and other activities could generate noise. As discussed above the sound level of 120 speaking is predicted to be about 42 dBA at the nearest residences. With existing daytime sound level in the range of 50 to 64 dBA gatherings at the quad are not expected to result in a substantial increase in noise.

In addition, several rules will be in place for limiting noise generated by these activities:

- No amplified music will be allowed outside.
- The current 9:30 p.m. curfew for noise generated by students will be continued and enforced.
- Non-residents would not be allowed to attend events in the quad.

Given the presence of this acoustical shielding and the rules that will be in place, student activities are not expected to result in noise that can be heard at the property line between the hours of 10:00 p.m. and 7:00 a.m. or in a substantial increase above existing conditions. This impact is therefore considered to be less than significant. No mitigation is required.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The discussion of construction noise above indicates that construction activity will result in a temporary increase in noise during the construction period. However, with implementation of Mitigation Measure NOI-1 noise from construction activity will be in compliance with City standards. Because of this, the potential temporary increase in noise associated with construction is not considered to be substantial. This impact is therefore considered to be less than significant.

e. Would the project be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within two miles of a public airport or public use airport and would not expose people residing or working in the project area to excessive noise levels.

f. Would the project be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?

The proposed project is not located in the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels.

References

Caltrans. 2013a. Technical noise supplement to the Caltrans traffic noise analysis protocol. Sacramento, CA.

Caltrans. 2013b. Transportation and construction vibration guidance manual. Sacramento, CA.

Federal Highway Administration. 2011. Highway traffic noise: analysis and abatement guidance. Washington, D.C.

Federal Transit Administration. 2006. Transit noise and vibration impact assessment. Washington, D.C.

Harris, C.M. 1979. Handbook of noise control. McGraw-Hill Book Company. New York, NY.

U.S. Environmental Protection Agency. 1971. Noise from construction equipment and operations, building equipment, and home appliances. Washington, D.C.

SUMMIT

CIVIL STRUCTURAL ELECTRICAL WATER | WASTEWATER

MEMO

To:	City of St Helena	From:	Jason M. Roberts, PE
Project:	CIA Use Permit	Project No.:	2016040
Re:	Roundabout Feasibility Analysis	Date:	October 21, 2016

A conceptual layout for a roundabout at the intersection of Pratt Ave and Hwy 29 has been completed. Please see the attached concept drawing for details. The roundabout dimensions used for the analysis were confirmed suitable by City staff, and are as follows:

- Inscribed circle diameter: 130 feet
- Shoulder width: 2 feet
- Shared pedestrian/bikeway: 8 feet
- Overall roundabout diameter: 150 feet

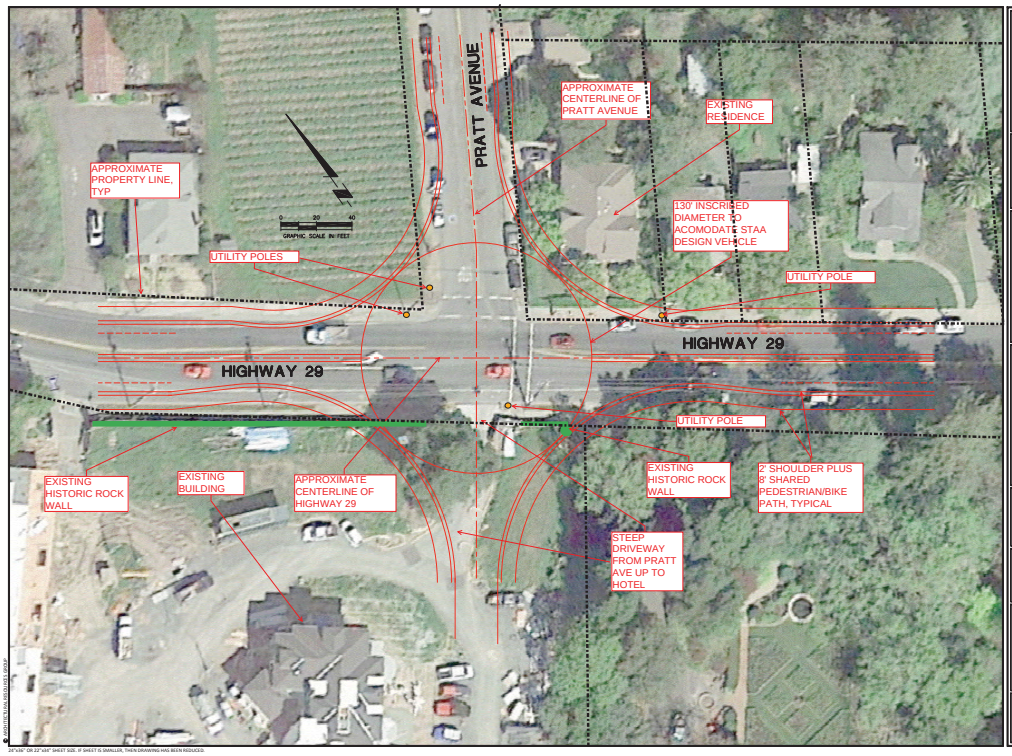
Based on the required roundabout dimensions, and the physical constraints of the intersection, it is evident that a roundabout is infeasible for the following reasons:

1. The intersection is a 3-way intersection, with a driveway connection to the south that serves a hotel complex nearing completion. The intent of a roundabout is to keep traffic moving through the roundabout without stopping. An accident hazard could be created by the roundabout if vehicles need to slow down in the middle of the roundabout to enter a driveway.
2. The driveway mentioned above has a significant existing incline from Pratt Ave to the level of the hotel located on the property. Construction of a roundabout will require a massive grading and retaining wall effort in order to accommodate the size of the roundabout.
3. A historic rock wall is located along the Hwy 29 that will have to be removed in order to accommodate the roundabout.
4. Public ROW easements will have to be negotiated with at least 3 properties in the vicinity of the intersection. In addition, the shared pedestrian/bikeway will encumber on the residence at 1872 Main St on the east corner of the intersection, not to mention obliterating the front and side yard setbacks required by the Zoning Code for MDR.
5. The relocation of 4 utility poles and associated overhead lines will be required, with new locations encroaching further onto affected parcels.

I hope our conclusion based on the attached site plan have satisfactorily proven the infeasibility of a roundabout at the intersection of Pratt Ave and Hwy 29. Please let me know if you have any questions.

Jason M. Roberts, PE
Project Engineer
Encl: Exhibit A: Roundabout Concept

Summit Engineering, Inc
463 Aviation Blvd., Suite 200 • Santa Rosa, CA 95403 • T 707 527-0775
www.summit-sr.com



Architectural Resources Group

SUMMIT

NO. DESCRIPTION DATE
REVISIONS

THE CULINARY INSTITUTE OF AMERICA

AT PRATT AVENUE

830 PRATT AVENUE
ST. HELENA, CALIFORNIA

SHEET TITLE
ROUNDABOUT

PROJ NO.
11208.03

DRAWN
JA

CHECKED
ILG

DRAWING NO.
EXHIBIT A

Architectural
Resources Group

Pier 9, The Embarcadero, Suite 107
San Francisco, California 94111

argsf.com

August 14, 2016

Noah Housh
Planning and Community Improvement Director
City of St. Helena
1480 Main Street
St. Helena, Ca 94574

RE: 2555 Main St, the Greystone Site (PL16-042) Use Permit, Design Review

INTRODUCTION

The historic Greystone Winery, now the home of The Culinary Institute of America (CIA), Greystone campus, is listed on the National Register of Historic Places, the California Register of Historic Resources and is a local St. Helena Landmark. As an 'historical resource', the project is subject to review under the California Environmental Quality Act (CEQA). However, under CEQA Guidelines 15331 Class 31, projects that follow *Standards for Rehabilitation* (*Rehabilitation Standards*) contained within *The Secretary of the Interior's Standards for the Treatment of Historic Properties* are exempt.

As described in the Use Permit and Design Review documents submitted in June 2016, the CIA proposes to implement a Master Plan with interior improvements to provide additional and more efficient educational facilities within the historic building. As part of this program, three small exterior additions are proposed on the west side of the building. The following summary describes these small additions and evaluates their compliance with the Secretary of the Interior Standards for Rehabilitation.

PROPOSED PROJECT

Exterior modifications for the proposed project are limited to three small storage additions along the access drive behind the historic winery building. The additions are located to work around existing HVAC units and back-of-house equipment that support the needs of the teaching kitchens. Building and equipment maintenance storage that is currently located in significant ground floor spaces will be relocated to this area:

- The additions will be accessed from the existing roadway, and will be supported on new structure that spans across the existing exterior breezeway in a similar fashion to the support structures for the large HVAC units.
- The additions measure 19'-4" x 59'-10", 19'-4" x 38'-4" and 19'-4" x 37'-8" and are 9'-8 ½" tall. They will be constructed to fit below the height of the existing eave line of the historic building. They will be utilitarian in nature, with painted metal siding, painted metal doors and flat roofs behind small parapets.

Secretary of the Interior Standards Compliance

The compliance of the proposed additions is reviewed below with respect to the *Rehabilitation Standards*. Each of the Standards are listed below in italics, with a response providing a discussion regarding the proposed project's consistency or inconsistency with each standard.

> *1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

The proposed project is consistent with this Standard. The culinary school use has required minimal change throughout the historic masonry winery building. The addition of three small storage buildings located on the rear of the building will not cause alterations to the character defining features of the building.

> *2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

The proposed project is consistent with this Standard. There is no removal of historic materials for installation of the storage additions.

> *3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

The proposed project is consistent with this Standard. No features or elements that would create a false sense of history are proposed in the project.

> *4. Most properties change over time; those changes that have achieved historic significance in their own right shall be retained and preserved.*

The proposed project is consistent with this Standard. The historic building is being retained in its current configuration, including alterations that have been constructed over time.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

The proposed project is consistent with this Standard. The distinctive masonry features and finishes will be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

The proposed project is consistent with this Standard. The proposed project does not include replacement of any character defining features.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

The proposed project is consistent with this Standard. Surface cleaning is not proposed for this project.

8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

The proposed project is consistent with this Standard. The additions will be constructed over existing structure, so no ground disturbance is anticipated.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old

and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

The proposed project is consistent with this Standard. The new additions do not require removal of any historic material. They are located on the rear of the building, so protect the primary views of the significant architectural features that characterize the property. The buildings have been designed to fit beneath the eave of the existing historic building. The scale and massing of the three small additions is minimal compared to the scale and massing of the original structure. The materials proposed differentiate the additions from the historic masonry construction.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project is consistent with this Standard. In the future, the storage additions could be removed, and the original form and integrity of the historic Greystone building would be intact.

Conclusion

The proposed storage additions are a minor alteration, and meet the Secretary of the Interior Standards for Rehabilitation. As a result of meeting the Standards, the project can be considered as mitigated to a level of less than a significant impact on the historic resource.

Prepared by:

Naomi Miroglio

Naomi Miroglio
Principal

Architects,
Planners &
Conservators



Image 1. Existing Rear Elevation of Greystone Building – view from northwest



Image 2. Existing breezeway – View from northwest

Architects,
Planners &
Conservators



Image 3. Existing breezeway/rear elevation of Greystone building – View from southwest



Image 4. Existing stairs at central gable – View from southwest

Architects,
Planners &
Conservators



Image 5. Existing mechanical equipment – View from southwest



Image 6. Existing mechanical equipment – View from northwest

Architects,
Planners &
Conservators



Image 7. Existing stair and mechanical equipment at south gable – view from west

STORMWATER CONTROL PLAN FOR A REGULATED PROJECT

Culinary Institute of America

Vineyard Lodge Use Permit

Prepared for:

Culinary Institute of America

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SUMMIT

CIVIL STRUCTURAL ELECTRICAL WATER|WASTEWATER

Project No. 2016140

June 21, 2016

Updated: September 2 , 2016

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Vicinity Map
Stormwater Control Plan and Drainage Map

This Stormwater Control Plan was prepared using the template dated July 11, 2014.

I. PROJECT DATA

Table 1. Project Data

Project Name/Number	CIA Vineyard Lodge Use Permit/2016040
Application Submittal Date	June 21, 2016
Project Location	830 Pratt Ave, St. Helena, CA 94574/ APN 009-010-024
Project Phase No.	N/A
Project Type and Description	Project Type: Regulated – This project consists of the demolition of the existing parking lot and dormitory building and the construction of four new dormitory lodges, access drive, and new parking areas.
Total Project Site Area	2.95 acres
Total New and Replaced Impervious Surface Area	70,366 sqft (1.62acres)
Total Pre-Project Impervious Surface Area	66,211 sqft (1.52acres)
Total Post-Project Impervious Surface Area	70,366 sqft (1.62acres)

II. SETTING

II.A. Project Location and Description

The CIA Vineyard Lodge project site is approximately 2.95 acres and located at 830 Pratt Ave, St. Helena, CA. The project site is located approximately one mile northwest of the Town of St. Helena, 0.3 miles northeast of State Road 128, 0.2 miles west of York Creek, and has approximate coordinates of 38.513583˚ N & 122.475675˚ W. See the Vicinity Map.

II.B. Existing Site Features and Conditions

The project site currently consists of a parking lot and two dormitory buildings. The area surrounding the project boundary consists of vineyards and agricultural land. The project site is relatively flat with average slopes approximately 1% towards the eastern portion of the property. The elevation of the project site ranges from 243 to 250 feet above mean sea level (msl). Surface stormwater runoff from the site generally sheet flows towards the trapezoidal ditch located along the northeast property line and outlets via a valley gutter in a road side swale along Pratt Avenue. Drainage from the site eventually discharges to the Napa River.

Based on mapping from the National Resources Conservation Service (NRCS) Web Soil Survey, the project site soils are classified as Bale loam clay (104 and 105); both being in Hydrologic Soil Group “B”. According to the NRCS, Hydrologic Soil Group “B” consists of soils having a moderate infiltration rate when thoroughly wet, consisting chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

II.C. Opportunities and Constraints for Stormwater Control

Landscaped areas located throughout the project site can be utilized for bioretention facilities and self-retaining areas. The soil at the project site also allows for moderate infiltration.

Constraints for drainage at the site include the relative flat site with average slopes of approximately 1%.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

Project limitations such as the minimal slope at the site require many of the landscape areas to be self-retaining areas. LID Facilities (SCMs) are proposed to be adjacent to the proposed impervious areas not draining to self-treating areas. Landscaped areas shall be provided throughout the site to promote infiltration and treatment.

III.A.2. Preservation of natural drainage features

Constructed vegetated swales are currently at the site. The existing drainage pattern for the site shall be preserved where feasible.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

Development is not proposed to be performed within 20 feet or more of nearby creeks and riparian habitats.

III.A.4. Minimization of imperviousness

Impervious surfacing of the site shall be minimized with landscaped areas adjacent to proposed improvements.

III.A.5. Use of drainage as a design element

Grass-line interceptor swales adjacent to a portion of impervious area shall be utilized for both treatment and aesthetics and convey runoff to LID facilities.

III.B. Use of Permeable Pavements

Permeable pavements shall be used on this project for majority of the sidewalk areas as well as the non-accessible parking stalls. Design of the pervious pavers shall be in accordance with the information in “Criteria for Pervious Pavements” on page 4-6 of the BASMAA Post-construction manual.

III.C. Dispersal of Runoff to Pervious Areas

Runoff from Area 37 will sheetflow onto the adjacent vineyards and roadside drainage.

III.D. Stormwater Control Measures

This project will follow the “Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solano Counties (DGSTC)”, prepared for the Bay Area Stormwater Management Agencies Association (BASMAA). Bio-retention LID Facilities are sized at a minimum of 4% of the equivalent tributary area, as specified in the Phase II Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.

Bio-retention LID Facilities shall vary in size depending on the impervious areas for which they serve and shall be located adjacent to these areas. These facilities are designed in accordance with the Bioretention Facility Design

Criteria beginning on Page 4-3 of the DGSTC, as well as Figures 4-1 and 4-2. Locations of LID facilities can be seen on the Drainage Map attached.

Storm drains shall be utilized throughout the project to direct stormwater from impervious areas, to the bioretention facilities at locations specified in the Stormwater Control Plan. These new pipes shall be sized adequately to handle post project flow rates. Self-retaining areas are designed in accordance with the criteria in "Areas draining to self-retaining areas" on page 4-2 of the DGSTC: a maximum ratio of two parts impervious to one part pervious area.

Running parallel to the access drive, grass-lined interceptor swales shall be utilized to convey and treat runoff from access drive. All swales shall be designed to handle runoff from the 100-year storm event.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of Each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

Table 2. Drainage Management Areas

DMA Region	Surface Type	Area(acres)
1	Asphalt	0.07
1A	Permeable Pavers	0.06
2	Rooftop	0.05
3	Concrete	0.03
4	Asphalt	0.05
4A	Permeable Pavers	0.04
5	Rooftop	0.05
5A	Permeable Pavers	0.00
6	Rooftop	0.07
7	Landscaping	0.03
8	Concrete	0.04
9	Landscaping	0.02
10	Sidewalk	0.01
11	Landscaping	0.01
12	Concrete/Rooftop	0.10
13	Rooftop	0.06
14	Concrete	0.02
15	Landscaping	0.01
16	Asphalt	0.06
16A	Permeable Pavers	0.03
17	Landscaping	0.04
18	Rooftop	0.03
19	Concrete/Asphalt	0.01
20	Landscaping	0.01
21	Asphalt/Rooftop	0.06
21A	Permeable Pavement	0.01

DMA Region	Surface Type	Area(acres)
22	Concrete/Rooftop	0.09
22A	Permeable Pavers	0.02
23	Pavers	0.01
23A	Permeable Pavers	0.00
24	Landscaping	0.01
25	Asphalt	0.03
25A	Permeable Pavers	0.01
26	Asphalt	0.05
26A	Permeable Pavers	0.01
27	Asphalt	0.33
27A	Permeable Pavers	0.07
28	Asphalt	0.04
28A	Permeable Pavers	0.03
29	Permeable Pavers	0.02
30	Asphalt	0.04
31	Asphalt	0.03
32	Landscaping	0.02
33	Pavers	0.04
34	Landscaping	0.02
35	Permeable Pavers	0.02
36	Landscaping	0.02
37	Asphalt	0.19

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 3,018 square feet, is comprised of asphalt concrete surfacing. DMA 1 drains to Stormwater Control Measure LIDF 1.

DMA 1A, totaling 2,735 square feet, is comprised of permeable pavers. DMA 1A drains to Stormwater Control Measure LIDF 1.

DMA 2, totaling 2,166 square feet, is comprised of rooftop. DMA 2 drains to Stormwater Control Measure LIDF 1.

DMA 3, totaling 1,119 square feet, is comprised of permeable pavers. DMA 3 drains to Stormwater Control Measure LIDF 1.

DMA 4, totaling 2,205 square feet, is comprised of asphalt concrete parking. DMA 4 drains to Stormwater Control Measure LIDF 2.

DMA 4A, totaling 1,667 square feet, is comprised of asphalt concrete parking. DMA 4A drains to Stormwater Control Measure LIDF 2.

DMA 5, totaling 2,103 square feet, is comprised of rooftop. DMA 5 drains to Stormwater Control Measure LIDF 2.

DMA 5A, totaling 132 square feet, is comprised of permeable pavement. DMA 5A drains to Stormwater Control Measure LIDF 2.

DMA 6, totaling 2,917 square feet, is comprised of rooftop. DMA 6 drains to self-retaining area, DMA 7.

DMA 7, totaling 1,462 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 8, totaling 1,563 square feet, is comprised of concrete sidewalk. DMA 8 drains to self-retaining area, DMA 9.

DMA 9, totaling 845 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 10, totaling 487 square feet, is comprised of permeable pavement. DMA 10 drains to self-retaining area, DMA 11.

DMA 11, totaling 253 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 12, totaling 4,321 square feet, is comprised of rooftop and concrete sidewalk. DMA 12 drains to Stormwater Control Measure LIDF 3.

DMA 13, totaling 2,671 square feet, is comprised of rooftop. DMA 13 drains to Stormwater Control Measure LIDF 4.

DMA 14, totaling 1,025 square feet, is comprised of concrete. DMA 14 drains to self-retaining area, DMA 15.

DMA 15, totaling 512 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 16, totaling 2,473 square feet, is comprised of asphalt. DMA 16 drains to self-retaining area, DMA 17.

DMA 16A, totaling 1,115 square feet, is comprised of permeable pavers. DMA 16A drains to self-retaining area, DMA 17.

DMA 17, totaling 1,805 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 18, totaling 1,198 square feet, is comprised of rooftop. DMA 18 drains to Stormwater Control Measure LIDF 5.

DMA 19, totaling 349 square feet, is comprised of asphalt. DMA 19 drains to self-retaining area, DMA 20.

DMA 19A, totaling 265 square feet, is comprised of permeable pavers. DMA 19A drains to self-retaining area, DMA 20.

DMA 20, totaling 349 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 21, totaling 2,667 square feet, is comprised of asphalt and rooftop. DMA 21 drains to Stormwater Control Measure LIDF 6.

DMA 21A, totaling 341 square feet, is comprised of permeable pavers. DMA 21A drains to Stormwater Control Measure LIDF 6.

DMA 22, totaling 4,112 square feet, is comprised of rooftop. DMA 22 drains to Stormwater Control Measure LIDF 7.

DMA 22A, totaling 774 square feet, is comprised of asphalt. DMA 22A drains to Stormwater Control Measure LIDF 7.

DMA 23, totaling 452 square feet, is comprised of asphalt. DMA 23 drains to self-retaining area, DMA 20.

DMA 23A, totaling 145 square feet, is comprised of permeable pavers. DMA 23A drains to self-retaining area, DMA 20.

DMA 24, totaling 297 square feet, s a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 25, totaling 1,357 square feet, is comprised of asphalt and concrete sidewalk. DMA 25 drains to Stormwater Control Measure LIDF 8.

DMA 25A, totaling 393 square feet, is comprised of asphalt and concrete sidewalk. DMA 25A drains to Stormwater Control Measure LIDF 8.

DMA 26, totaling 2,221 square feet, is comprised of asphalt. DMA 26 drains to Stormwater Control Measure LIDF 9.

DMA 26A, totaling 406 square feet, is comprised of permeable pavers. DMA 26A drains to Stormwater Control Measure LIDF 9.

DMA 27, totaling 14,164 square feet, is comprised of asphalt. DMA 27 drains to Stormwater Control Measure LIDF 10.

DMA 27A, totaling 3,231 square feet, is comprised of asphalt. DMA 27A drains to Stormwater Control Measure LIDF 10.

DMA 28, totaling 1,876 square feet, is comprised of asphalt. DMA 28 drains to Stormwater Control Measure LIDF 11.

DMA 28A, totaling 1,175 square feet, is comprised of permeable pavement. DMA 28A drains to Stormwater Control Measure LIDF 11.

DMA 29, totaling 679 square feet, is comprised of permeable pavement. DMA 29 drains to Stormwater Control Measure LIDF 12.

DMA 30, totaling 1,903 square feet, is comprised of asphalt. DMA 30 drains to Stormwater Control Measure LIDF 12.

DMA 31, totaling 1,407 square feet, is comprised of asphalt. DMA 31 drains to self-retaining area, DMA 32.

DMA 32, totaling 714 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 33, totaling 1,906 square feet, is comprised of pavers. DMA 33 drains to self-retaining area, DMA 34.

DMA 34, totaling 891 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 35, totaling 891 square feet, is comprised of pavers. DMA 35 drains to self-retaining area, DMA 36.

DMA 36, totaling 983 square feet, is a self-retaining area comprised of native grasses and trees. Native flora in the receiving area provides infiltration and treatment opportunities.

DMA 37, totaling 8,311 square feet, is comprised of asphalt. DMA 35 drains to surrounding vineyard area, maintaining the existing drainage pattern at this location.

IV.A.3. Information Summary for Bioretention Facility Design

Total Project Area: 2.95 acres	
LIDF 1 Area: 390 ft^2	**DMA 1, 1A, 2, 3 Area:** 9,041 ft^2
LIDF 2 Area: 259 ft^2	**DMA 4, 4A, 5, 5A Area:** 5,607 ft^2
LIDF 3 Area: 173 ft^2	**DMA 12 Area:** 4,321 ft^2
LIDF 4 Area: 149 ft^2	**DMA 13 Area:** 2,671 ft^2
LIDF 5 Area: 54 ft^2	**DMA 18 Area:** 1,198 ft^2
LIDF 6 Area: 157 ft^2	**DMA 21, 21A Area:** 2,667 ft^2
LIDF 7 Area: 195 ft^2	**DMA 22, 22A Area:** 4,886 ft^2
LIDF 8 Area: 95 ft^2	**DMA 25, 25A Area:** 1,750 ft^2
LIDF 9 Area: 132 ft^2	**DMA 26, 26A Area:** 2,627 ft^2
LIDF 10 Area: 740 ft^2	**DMA 27, 27A Area:** 17,395 ft^2
LIDF 11 Area: 119 ft^2	**DMA 28, 28A Area:** 3,051 ft^2
LIDF 12 Area: 110 ft^2	**DMA 29, 30 Area:** 2,582 ft^2

IV.A.4. Self-Treating Areas

There are no self-treating areas on this project site.

IV.A.5. Self-Retaining Areas

Table 3. Self-Retaining Areas

DMA Region	Area (square feet)
DMA 7	1,462
DMA 9	845
DMA 11	253
DMA 15	512
DMA 17	1,805
DMA 20	349

DMA 24	297
DMA 32	714
DMA 34	891
DMA 36	983

IV.A.6. Areas Draining to Self-Retaining Areas

Table 4. Areas Draining to Self-Retaining Areas

DMA Region	Area (square feet)	Post-project Surface Type	Runoff Factor	Receiving self-retaining DMA	Receiving self-retaining DMA Area (square feet)
DMA 6	2,917	Rooftop	1.0	DMA 7	1,462
DMA 8	1,563	Concrete	1.0	DMA 9	845
DMA 10	487	Concrete	1.0	DMA 11	253
DMA 14	1,025	Concrete	1.0	DMA 15	512
DMA 16	2,473	Asphalt	1.0	DMA 17	1,805
DMA 16A	1,115	Permeable Pavers	0.0	DMA 17	1,805
DMA 19	349	Asphalt	1.0	DMA 20	349
DMA 19A	265	Permeable Pavers	0.0	DMA 20	349
DMA 23	452	Pavers	1.0	DMA 24	297
DMA 23A	145	Permeable Pavers	0.0	DMA 24	297
DMA 31	1,407	Asphalt	1.0	DMA 32	714
DMA 33	1,906	Pavers	1.0	DMA 34	891
DMA 35	891	Permeable Pavers	0.0	DMA 36	983

Table 5. LID Facility 1

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 1		
1	3,018	Asphalt	1.0	3,018			
1A	2,735	Permeable pavers	0.0	0			
2	2,166	Rooftop	1.0	2,166	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
3	1,119	Concrete	1.0	1,119			
Total				6,303	0.04	252	390

Table 6. LID Facility 2

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 2		
4	2,205	Asphalt	1.0	2,205			
4A	1,667	Permeable Pavers	0.0	0			
5	2,103	Rooftop	1.0	2,103	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
5A	132	Permeable Pavers	0.0	0			
Total				4,308	0.04	172	259

Table 7. LID Facility 3

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 3		
12	4,321	Rooftop/Concrete	1.0	4,321	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				4,321	0.04	173	173

Table 8. LID Facility 4

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 4		
13	2,671	Rooftop	1.0	2,671	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				2,671	0.04	107	149

Table 9. LID Facility 5

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 5		
18	1,198	Rooftop	1.0	1,198	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
Total				1,198	0.04	48	54

Table 10. LID Facility 6

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 6		
21	2,667	Asphalt/ Rooftop	1.0	2,667	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
21A	341	Permeable Pavers	0.0	0			
Total				2,667	0.04	107	157

Table 11. LID Facility 7

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 7		
22	4,112	Rooftop	1.0	4,112	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
22A	774	Permeable Pavers	0.0	0			
Total				4,112	0.04	165	195

Table 12. LID Facility 8

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 8		
25	1,357	Asphalt	1.0	1,357	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
25A	393	Permeable Pavers	0.0	0			
Total				1,357	0.04	54	95

Table 13. LID Facility 9

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 9		
26	2,221	Asphalt	1.0	2,221	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
26A	406	Permeable Pavers	0.0	0			
Total				2,221	0.04	89	132

Table 14. LID Facility 10

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 10		
27	14,164	Asphalt	1.0	14,164	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
27A	3,231	Permeable Pavers	0.0	0			
Total				14,164	0.04	567	740

Table 15. LID Facility 11

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 11		
28	1,876	Asphalt	1.0	1,876	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
28A	1,175	Permeable Pavers	0.0	0			
Total				1,876	0.04	75	119

Table 16. LID Facility 12

DMA Region	DMA Area (ft^2)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor (ft^2)	Facility Name: LIDF 12		
29	679	Permeable Pavers	0.0	0	SCM Sizing factor	Minimum SCM Size (ft^2)	Proposed SCM Size (ft^2)
30	1,903	Asphalt	1.0	1,903			
Total				1,903	0.04	76	110

V. SOURCE CONTROL MEASURES

V.A. Site activities and potential sources of pollutants

- On-site Storm Drain Inlets
- Parking Areas
- Landscape Maintenance

V.B. Summary of Maintenance Requirements for Each Stormwater Facility

- Access drive shall be designed according to the latest version of the City of St. Helena Road and Street Standards.
- Parking areas shall be designed to minimize impervious surface areas and graded to direct runoff to nearby Treatment Control BMPs to treat and remove oil and petroleum hydrocarbons.
- Energy dissipaters constructed of rip rap shall be specified at the outlets of new and reconstructed storm drains and swales to minimize erosion.
- Grass lined swales shall be incorporated into the design to treat runoff and minimize erosion.
- Existing trees, shrubs and groundcover shall be preserved where feasible.
- Plant species tolerant of saturated soil conditions shall be specified in landscaped areas to be utilized for stormwater infiltration and treatment.
- Trash storage areas shall be paved and stormwater from adjacent areas shall not be directed to the storage area. Containers shall have lids.
- All roofs, gutters, and downspouts made of unprotected metals shall discharge to landscaped areas designed to infiltrate and detain stormwater runoff.

Potential source of runoff pollutants	Permanent source control BMPs	Operational source control BMPs
On-site Storm Drain Inlets	Mark all inlets with the words "No Dumping! Flows to Creek" or similar.	- Maintain and periodically replace inlet markings. - Provide stormwater pollution prevention information to new site owners, lessees, or operators. - See applicable operational BMPs in Fact Sheet SC-44, "Drainage System Maintenance"
Landscaping/Pesticide Use/Ground Maintenance	State that final landscaping will accomplish all the following: - Preserve existing native trees, shrubs, and ground cover to maximum extent possible - Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. - Where landscaped areas are used to retain or detain stormwater, specify plats that are tolerant of saturated soil conditions. - Consider using pest-resistant plants, especially adjacent to hardscape. To insure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.	- Maintain landscaping using minimum or no pesticides - See applicable operational BMPs in Fact Sheet SC-41, "building and Grounds Maintenance," in the CASQA Stormwater Quality Handbooks - Provide IPM information to new owners, lessees, and operators
Parking Areas		- Sweep parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

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

All Source Control BMPs listed in the previous section will be implemented with corresponding and appropriate features, materials, and methods of construction.

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

The applicant accepts responsibility for interim operation and maintenance of stormwater treatment and flow-control facilities until such time as this responsibility is formally transferred to a subsequent owner. The owner then accepts full responsibility for the proper operation and maintenance of all stormwater facilities.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

Any maintenance of all bio-retention facilities will be financed and implemented by the owner of the CIA Vineyard Lodge project. All facilities shall be inspected annually and documented. Any necessary repairs to facilities shall also be documented. Updated information, including contact information, must be provided to the municipality if property is sold and whenever designated individuals or contractors change.

VII. CONSTRUCTION CHECKLIST

Table 18. Construction Checklist

Stormwater Control Plan Page #	Source Control or Treatment Control Measure	See Plan Sheet #s
9	LIDF 1, 2	H1
10	LIDF 3, 4, 5	H1
11	LIDF 6, 7, 8	H1
12	LIDF 9, 10, 11	H1
13	LIDF 12	H1

VIII. CERTIFICATIONS

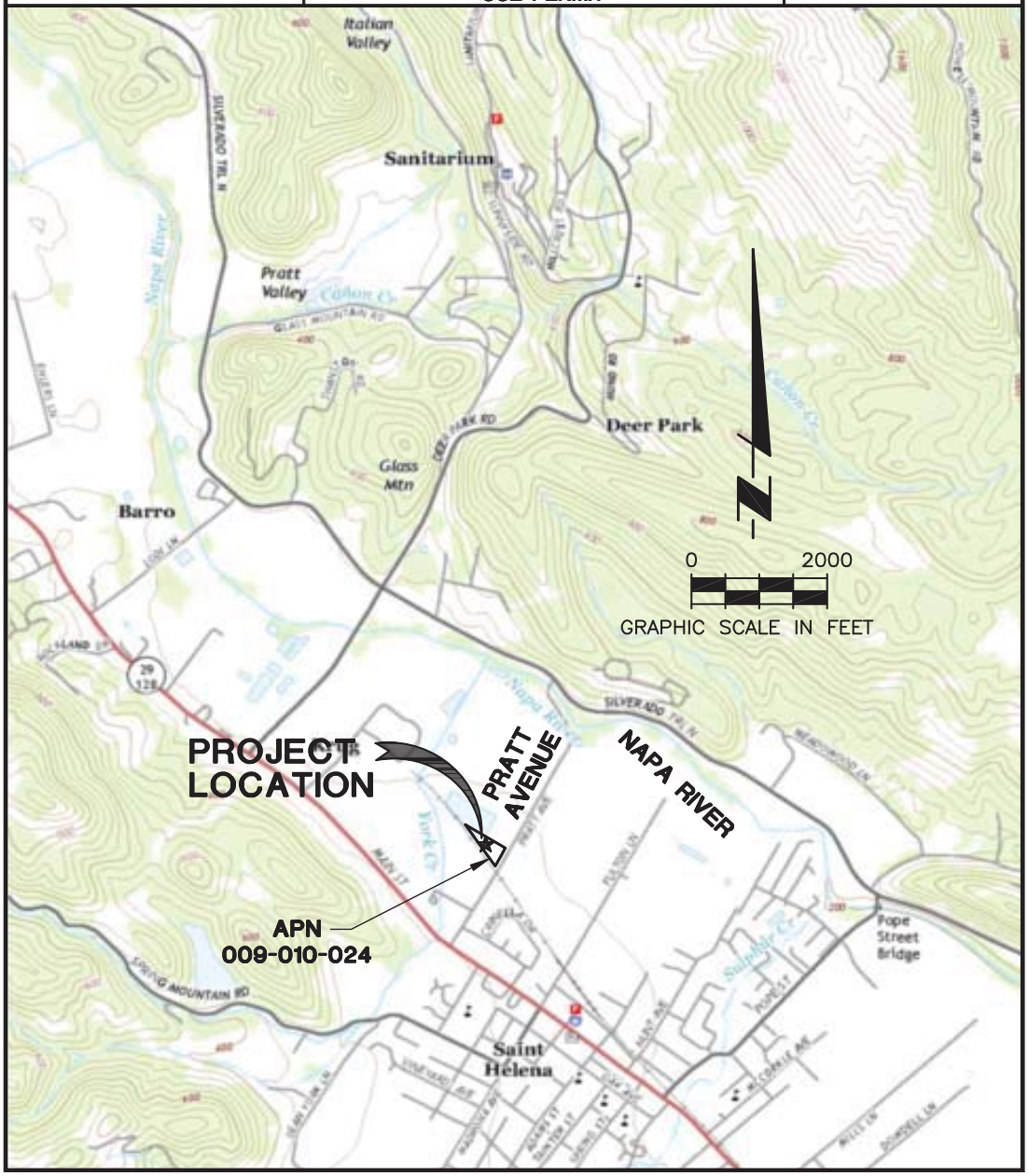
The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the current edition of the BASMAA *Post-Construction Manual*.

Agenda Item #5.2.

SUMMIT

CIA VINEYARD LODGE
830 PRATT AVENUE
ST. HELENA, CA
APN 009-010-024
USE PERMIT

PROJECT NO. 2016040
DATE 2016-06-21
SHT NO 1 OF 1
BY MS CHK JLG



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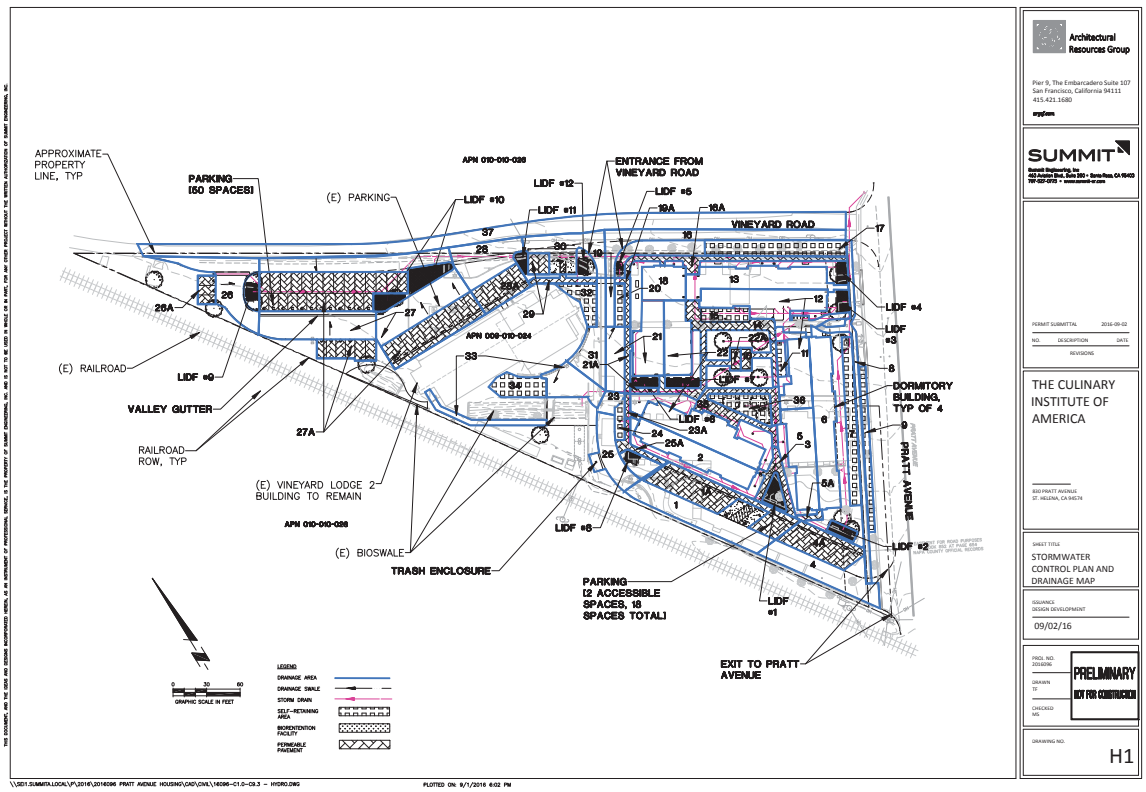
Summit Engineering, Inc
463 Aviation Blvd., Suite 200 • Santa Rosa, CA 95403 • 707-527-0775 • www.summit-sr.com


APPROXIMATE PROPERTY LINE, TYP
PARKING [50 SPACES]
(E) PARKING
APN 010-010-026
LIDF #10
LIDF #11
LIDF #12
ENTRANCE FROM VINEYARD ROAD
LIDF #5
VINEYARD ROAD
(E) RAILROAD
LIDF #9
VALLEY GUTTER
RAILROAD ROW, TYP
APN 009-010-024
(E) VINEYARD LODGE 2 BUILDING TO REMAIN
APN 010-010-026
(E) BIOSWALE
TRASH ENCLOSURE
LIDF #6
PARKING [2 ACCESSIBLE SPACES, 18 SPACES TOTAL]
LIDF #1
EXIT TO PRATT AVENUE
LIDF #2
LIDF #3
LIDF #4
DORMITORY BUILDING, TYP OF 4
PRATT AVENUE
LEGEND
DRAINAGE AREA
DRAINAGE SWALE
STORM DRAIN
SELF-RETAINING AREA
BIORENTENTION FACILITY
PERMEABLE PAVEMENT
GRAPHIC SCALE IN FEET
Architectural Resources Group
Pier 9, The Embarcadero Suite 107
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415.421.1680
SUMMIT
PERMIT SUBMITTAL 2016-09-02
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
830 PRATT AVENUE
ST. HELENA, CA 94574
SHEET TITLE
STORMWATER CONTROL PLAN AND DRAINAGE MAP
ISSUANCE
DESIGN DEVELOPMENT
09/02/16
PRELIMINARY
NOT FOR CONSTRUCTION
DRAWING NO.
H1
PLOTTED ON: 9/1/2016 6:02 PM

TRAFFIC IMPACT REPORT
CULINARY INSTITUTE OF AMERICA
GREYSTONE MASTER PLAN

November 17, 2016

Prepared for: **Culinary Institute of America**

Prepared by: **CRANE TRANSPORTATION GROUP**
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(916) 647-3406

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CRANE TRANSPORTATION GROUP
CULINARY INSTITUTE OF AMERICA – GREYSTONE
MASTER PLAN PROJECT
TRAFFIC AND PARKING EVALUATION

I. INTRODUCTION

This report has been prepared at the request of the Culinary Institute of America (CIA) to detail the traffic and parking impacts resulting from their proposed Master Plan project at Greystone in St. Helena. It is analyzed in the context of the entire CIA Master Plan, involving changes to the Greystone and Vineyard Lodge facilities in St. Helena, and the move to Napa of some of the existing activities at Greystone. At the request of the City of St. Helena, the traffic and parking impacts of the Master Plan at the Vineyard Lodge facility are addressed in a separate traffic study, closely coordinated with this analysis.

May 2016 full-day (6:00 AM to 6:00 PM) Thursday and Saturday traffic counts and parking surveys were conducted at the CIA Greystone campus, concurrent with full-day Thursday traffic and parking counts at Vineyard Lodge. May 2016 weekday activity levels at the CIA-Greystone facility were found to exceed Saturday levels, thus, the following analysis focuses on weekday traffic at the CIA driveway/State Route (S.R.) 29 intersection and at the Pratt Avenue/S.R. 29-128 intersection. Peak hour traffic counts were conducted by Crane Transportation Group at the Pratt Avenue/S.R. 29-128 intersection on Thursday, May 12, from 7:00 – 9:00 AM and from 4:00 - 6:00 PM. The peak hours of total traffic passing through the intersection were determined to be 7:45 to 8:45 AM and 4:00 to 5:00 PM on Thursday. Volumes have been seasonally adjusted consistent with Caltrans' PeMS (Performance Measurement System) peak season data for S.R. 29-128 to represent peak season conditions.

The proposed CIA Master Plan is projected for completion and full operation in year 2018. The plan includes:

- expansion of the Associate in Occupational Studies in Culinary Arts (AOS) degree program at Greystone from 200 to 300 students and provision of expanded student housing at Vineyard Lodge, and
- relocation of many existing activities from Greystone to the former Copia site in the City of Napa.

Initially, the expected growth in existing (non-project) traffic along S.R.29-128 (Main Street) was projected to develop year 2018 peak season traffic conditions. 2035 traffic volume conditions were provided by the engineers developing the on-going St Helena General Plan Traffic Update.[1] Trip generation and distribution projections were developed for the expected overall decrease in traffic due to the CIA-Greystone Master Plan, with "plus-project" operating conditions determined at the CIA driveway/S.R. 29-128 (Main Street) intersection and Pratt Avenue/Las Alcobas Hotel driveway/S.R. 29-128 (Main Street) intersection. Evaluation included the adequacy of the left turn lane on the northbound S.R. 29-128 (Main Street) intersection approach to the CIA driveway to accommodate peak hour (non-special event)

[1] Currently under preparation by Omni-Means Traffic Engineering.
[2] January 6, 2015.
[3] The Las Alcobas Hotel will have 68 rooms, a spa for guests only, a 40-seat quality restaurant

demand. Post-project, hourly parking demand matrices were developed for weekday and Saturday peak season conditions at Greystone to determine the adequacy of the proposed parking to be provided as part of the Master Plan project. At the City's request, weekday hourly CIA-Greystone trip generation, projected to peak education and tourist activity at the CIA-Greystone facility (summer/fall 2016), was developed. The hourly inbound and outbound activity for a peak season weekday in 2016 is shown in the tables in this study.

II. SUMMARY OF FINDINGS

1. Drivers exiting the Culinary Institute of America at Greystone now experience delays for turn movements to S.R. 29-128 during peak traffic periods. The average delay for left and right turns combined out of the CIA driveway ranges from 20 to 27 seconds with left turns taking significantly longer than right turns. The narrow width of the CIA driveway precludes a right turning vehicle from being able to pull around a vehicle waiting to make a left turn. During a Thursday afternoon peak traffic hour, 40 percent of all outbound vehicles make a left turn. Left turn movements from northbound State Route 29-128 into the CIA driveway are delayed, on average, 10 seconds during peak traffic periods.

2. The CIA parking demand on a typical weekday (with classes in session but no special events) currently does not exceed the supply of striped on-site parking spaces available to the public. The total supply of on-site parking is 265 parking spaces located primarily in two major parking lots adjacent the historic Greystone building; there is on-site parking for employees and the general public, as well as restaurant valet parking, a loading and unloading area, and spaces for service vehicles. Handicapped-accessible spaces are provided near the Greystone entrance. Peak parking demand on weekdays occurs from late morning until 4:00 PM. On a typical Saturday (with no classes in session or special events), the demand for on-site parking was found to be substantially less than on a typical weekday.

3. With Existing (without project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS C operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 20.6 seconds average delay for eastbound CIA driveway turns, and LOS D operation during the PM peak hour, with 29.3 seconds average delay for eastbound CIA driveway turns. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 10 seconds during both the AM and PM peak hours.

   During the peak traffic hour on a summer/fall 2016 weekday, with 2016 (without project) volumes, the Pratt Avenue/S.R. 29-128 intersection would experience AM peak hour LOS D operation, with 30.3 seconds average delay for turns from westbound Pratt Avenue, and PM peak hour LOS E operation, with 39.3 seconds average delay for turns from westbound Pratt Avenue.

4. With 2018 (without project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS C operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 21.8 seconds average delay for eastbound CIA driveway turns, and LOS D operation during the PM peak hour, with 32.0 seconds average delay for eastbound CIA driveway turns. The average delay for left turns from northbound

S.R.29-128 into the CIA campus would be less than 10 seconds during both the AM and PM peak hours.

During the peak traffic hour on a summer/fall 2018 weekday, with 2018 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience AM peak hour LOS E operation, with 35.9 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with 64.0 seconds average delay for turns from westbound Pratt Avenue. PM peak hour would experience LOS E operation, with 36.4 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with 93.4 seconds average delay for turns from westbound Pratt Avenue.

5. With 2035 (without project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS E operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 37.4 seconds average delay for eastbound CIA driveway turns, and LOS F operation during the PM peak hour, with 82.7 seconds average delay for eastbound CIA driveway turns. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 11 seconds during both the AM and PM peak hours.

   During the peak traffic hour on a summer/fall 2035 weekday, with 2035 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience AM peak hour LOS F operation, with 87.1 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue. PM peak hour would experience LOS F operation, with 92.1 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue.

6. Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet the 8-hour urban warrant, or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 without Master Plan project conditions, however, by 2035, volumes approach meeting both signal warrants #1 and #3 criteria. Please see the warrant tables and charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions. Warrant, #7, the signal warrant pertaining to accident data, is not met for the five years of reported crash data at the intersection. A round is not considered feasible at this intersection due to space constraints, as detailed in a memorandum prepared by Summit Engineering (10/21/16) showing the layout of a 150-foot round diameter overlay of the intersection. The memorandum is included in the appendix to this study.

7. The civil engineer for the Las Alcobas Hotel, Riechers Spence Associates, prepared a design[2] for the Pratt Avenue/ Las Alcobas Hotel Driveway/SR 29-128 intersection northbound left turn lane with a length of 150 feet. This length would be more than adequate to accommodate the projected maximum storage demand.

[2] January 6, 2015.

8. The proposed CIA Master Plan would reduce two-way trips by at least 15 trips to and from S.R.29-128 during a Thursday AM peak hour and by at least 21 trips to and from S.R. 29-128 during a Thursday PM peak hour(see Greystone Trip Generation in Appendix Tables A and B showing a decrease of 21 inbound and 3 outbound during the AM peak hour, and 10 inbound and 25 outbound during the PM peak hour). There would be an increase in trips to and from the Vineyard Lodge (3 inbound trips and 5 outbound AM peak hour trips, and 7 inbound and 5 outbound PM peak hour trips) attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area.

9. There would be a net decrease in traffic volumes at intersections due to the Master Plan project. With Existing (with project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS C operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 19.8 seconds average delay for eastbound CIA driveway turns (a reduction in average delay of 0.8 second), and LOS D operation during the PM peak hour, with 25.2 seconds average delay for eastbound CIA driveway turns (a reduction of 4.1 seconds). The average delay for left turns from northbound S.R.29-128 into the CIA campus would also be slightly reduced, and would remain less than 10 seconds during both the AM and PM peak hours.

   With Existing volumes plus the Master Plan project, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience LOS D operation, with 30.5 seconds average delay during the AM peak hour (an increase in average delay of 0.2 second), and LOS E operation, with 39.6 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (an increase in average delay of 0.3 second). The project increment of 4 outbound trips from Vineyard Lodge would add 6 percent additional traffic to the westbound intersection approach during the existing AM and PM peak hours, adding to the existing extreme delays.

10. With 2018 (with Master Plan project) volumes, the CIA driveway/S.R.29-128 intersection would experience less average delay by 0.9 seconds (AM) and 4.8 seconds (PM) on the CIA driveway approach to the state highway the weekday AM and PM peak hours, respectively. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 10 seconds during both the AM and PM peak hours.

    During the peak traffic hour on a summer/fall weekday morning and afternoon, with 2018 (with Master Plan project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience LOS E operation, with 35.1seconds average delay during the AM peak hour (a decrease in average delay of 0.8 second), and LOS E operation, with 35.4 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (a decrease in average delay of 1.0 second). The westbound Pratt Avenue turns would experience extreme delays (LOS F) without the Master Plan project during the AM and PM peak hours;the project increment of 4 outbound trips from Vineyard Lodge would add 6 percent additional traffic to the westbound intersection approach during the existing AM and PM peak hours, resulting in an increased delay of 0.9 seconds (AM) and 1.0 second (PM).

11. With 2035 (with Master Plan) volumes, the CIA driveway/S.R.29-128 intersection would experience less average delay by 2.5 seconds (AM) and 24.9 seconds (PM) on the CIA driveway approach to the state highway during the weekdaypeak hours. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 11 seconds during both the AM and PM peak hours.

    With 2035 (with Master Plan project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience LOS F operation, with 83.6 seconds average delay during the AM peak hour (a decrease in average delay of 3.5 seconds), and 88.3 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (a decrease in average delay of 3.8 seconds). The westbound Pratt Avenue turns would experience extreme delays without the Master Plan project during the AM and PM peak hours; the project increment of 4 westbound trips represents 5 percent traffic added to the westbound intersection approach during the AM and PM peak hours, adding to the existing extreme delays.

12. Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet the 8-hour urban warrant, or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 without Master Plan conditions, however, by 2035, volumes approach meeting both signal warrants #1 and #3 criteria. Please see the warrant tables and charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions. Warrant, #7, the signal warrant pertaining to accident data, is not met for the five years of reported crash data at the intersection. A round is not considered feasible at this intersection due to space constraints, as detailed in a memorandum prepared by Summit Engineering (10/21/16) showing the layout of a 150-foot round diameter overlay of the intersection. The memorandum is included in the appendix to this study..

13. The maximum year 2035 + Master Plan (non-special event) queue that would be expected in the left turn lane on the northbound S.R.29-128 approach to the CIA driveway would be 3 vehicles during a Thursday PM peak hour. The left turn lane's 150-foot length can accommodate 6 to 7 automobiles.

14. The proposed Master Plan would provide 265 on-site, striped parking spaces. An additional 60 or more vehicles could also be accommodated on-site using valet parking. The typical day maximum hourly (non-special event) on-site parking demand that would be expected after completion of the Master Plan would be 191 vehicles during a peak season weekday and 95 vehicles during a peak season Saturday, thus post-project parking would be more than adequate for typical day, and typical day plus smaller event, activities.

15. Conclusions: The project would not result in significant impacts to traffic and transportation as evaluated per the City's significance criteria (listed in Section IV.D). The project would not result in significant impacts to intersections as defined by the City of St. Helena's transportation impact criteria. Due to the project's reduction of through traffic on SR 29-128 (Main Street), with 2018 and 2035 (with Master Plan) volumes, the CIA driveway/S.R.29-128 intersection would experience less average delay on the CIA

driveway approach to the state highway during the weekday AM and PM peak hours. Due to the project's reduction of through traffic on SR 29-128 (Main Street) and minor increase of traffic on the Pratt Avenue westbound approach to Main Street, "with project" conditions would result in a reduced overall traffic volume at the Pratt Avenue/S.R. 29-128 intersection. Project volumes would not result in a "letter" change in intersection Level of Service operation, and would result in minor increased delay due to 4 additional westbound trips, 3 of which would be added to westbound Pratt Avenue left turns during the AM and PM peak hours – adding to the existing extreme delays on the westbound Pratt Avenue approach. Project traffic would not result in signal warrant #1 or #3 being met.

III. PROPOSED PROJECT

The Culinary Institute of America at Greystone (the "CIA") currently has an enrollment of close to 200 students at its 2555 Main Street property. The CIA currently has housing for 47 students in dormitories on its Main Street site (45 are currently occupied) and 101 students on its Vineyard Lodge property at 830 Pratt Avenue (96 are currently occupied). The CIA recently purchased the American Center for Wine Food & the Arts ("Copia") in the City of Napa. The acquisition of Copia will allow the CIA to reduce activities at its Greystone campus by relocating employees, programs, and event activities to Copia. As a result, the CIA proposes a new master plan for its Greystone campus in which it will renovate portions of the Greystone interior to provide additional and more efficient educational facilities. As part of the master plan the CIA proposes expanding student enrollment by 100 students to 300. At the same time it proposes to add housing for an additional 123 students at its Vineyard Lodge site. Between existing housing at Greystone and Vineyard Lodge, and the new housing at Vineyard Lodge, the CIA will have housing for 271 of its total 300 students. Students residing at Vineyard Lodge will continue to be required to use shuttles to go to and from the Vineyard Lodge housing and the Greystone campus.

The proposed CIA Master Plan is projected for completion and full operation in year 2018. The plan includes:

- expansion of the Associate in Occupational Studies in Culinary Arts (AOS) degree program from 200 to 300 students,
- expansion of Vineyard Lodge student housing from 101 beds to 224 beds
- relocation of existing weekday activities from Greystone to the former Copia site in the City of Napa, specifically:
    - 5 of the existing 10 administrative staff will move
    - 14 (all) participants in the Strategic Initiatives Group program will move
    - 1 of the existing 6 purchasing staff will move
    - 26 of the existing 42 Continuing Ed and Food Enthusiast Program students will move
    - Shift # 2 restaurant staff (10 staff) will all move, and restaurant patrons served will be half of existing levels, all served by students on site. The Wine Spectator at Greystone Restaurant (WSGR) is currently operated as a 190 seat restaurant open 362 days per year with lunch and dinner service. The CIA has also operated a teaching kitchen for a number of years in the Flavor Discovery Center (FDC) that allowed students in the Farm to Table component of their educational program to have educational experiences from

growing and harvesting the food, to preparing and serving the food in an educational setting with 58 seats. In conjunction with the use permit amendments contemplated under this Master Plan, the WSGR will be eliminated. The program in the FDC will then become the CIA's remaining restaurant (aside from the Café) and will continue to be student-run but will serve meals only five days a week for 36 weeks (180 days) per year.

- Tourist activity will decrease due to the elimination of the 190-seat WSGR and relocation of many of the enthusiast programs to Copia.

IV. EXISTING CONDITIONS (WITHOUT PROJECT)

A. SITE DESCRIPTION, ROADWAYS, SIDEWALKS, BIKEWAYS AND PUBLIC TRANSIT

The CIA campus is located along the west side of the two-lane S.R.29-128 highway in the northern part of the City of St. Helena (see **Figure 1**). A single driveway connection is provided to the CIA with a 150-foot-long left turn lane in place on the northbound S.R.29-128 intersection approach (see **Figure 2**). The CIA driveway has single entry and exit lanes and the exit lane does not have enough width on its approach to S.R.29-128 to allow left and right turning vehicles to separate. The S.R.29-128 posted speed limit adjacent to the CIA is 45 miles per hour, although speeds as high as 60 miles per hour were observed during several field surveys. The Culinary Institute of America currently has 265 paved and striped parking spaces, most of which are open to the public, staff and students; valet parking can accommodate an additional 60 or more vehicles on-site during special events.

State Route 29-128 (SR 29-128) is a two-lane north-south highway in the City of St. Helena. At the Pratt Avenue tee intersection the roadway is 48 feet wide curb to curb. A 75-foot-long left turn lane is provided on the southbound SR 29-128 approach to Pratt Avenue. Curb, gutter and sidewalk line both sides of the highway at Pratt Avenue. North of Pratt Avenue there is a tree-lined, unsurfaced pedestrian path along the west side of the highway and an unsurfaced bicycle-pedestrian path along the east side of the highway.

Pratt Avenue is a two-lane collector roadway connecting SR 29-128 with Silverado Trail. It is 40 feet wide in the vicinity of SR 29-128. Pratt Avenue is stop sign controlled on its approach to SR 29-128 and the westbound approach lane is 20 feet wide, allowing left and right turning vehicles to separate. Fronting the CIA's Vineyard Lodge, the Pratt Avenue travel lanes are 25.5 feet wide, and along the north side (the Vineyard Lodge frontage), there is a 13-foot wide, 160+-foot long parking bay. Sidewalks are in place fronting the project site, but sidewalks are discontinuous along the north and south sides Pratt Avenue.

Figure 3 shows existing lane geometries and intersection control.

Bicycle and Multi-Use Path Facilities

St. Helena's existing and proposed bicycle network is defined in the *St. Helena Bicycle Plan*, which is tied into, and consistent with, the *Napa Countywide Bicycle Plan.* As stated in the Plan, the network includes Class I paths, Class II bicycle lanes, and Class III bike routes in order to

maximize connectivity throughout the community and to destinations beyond St. Helena.

Bicycle Facilities relevant to the project area are defined below, consistent with the *St. Helena Bicycle Plan (January 2012).*

Class I - Multi-Use Path

Class I bicycle facilities, known as bike paths, are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II Bike Lane

Class II facilities, known as bike lanes, provide a striped and signed lane for one-way bicycle travel on a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III Bike Route

Class III facilities, known as bike routes, provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lanes marked with pavement stencils. While Class III routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

Figure 1 of the St. Helena Bike Plan shows the following for study roadways:

State Route 29 (Main Street) northbound from Pratt Avenue, is proposed as a link in the planned countywide Vine Trail Alignment, with a Class I Multi-Use Bike Path northbound, extending past the CIA-Greystone facility, north as far as Calistoga. Just east of S.R. 29 (Main Street) on Pratt Avenue, the Vine Trail Alignment loops north to connect to a proposed York Creek Class I Multi-Use Bike Path, then rejoins S.R. 29 just north of Pratt Avenue. State Route 29 (Main Street) southbound is an existing Primary Class II Bike Route and is proposed to have a Class II Bike Lane.

Eastbound Pratt Avenue between State Route 29 (Main Street) and the railroad tracks is proposed to have a Class II Bike Lane; through this segment, westbound Pratt Avenue is proposed to have a Class I Multi-Use Bike Path and is a link in the planned Countywide Vine Trail Alignment. Eastbound Pratt Avenue between the railroad tracks and Silverado Trail, which includes the portion of Pratt Avenue fronting the Vineyard Lodge site, is proposed to have a Class III Bike Route. These facilities would connect with matching improvements on State Route 20 (Main Street) north of Pratt Avenue, and on Silverado Trail north and south of Pratt Avenue.

Public Transit

The *VINE* is the region's bus system for the County of Napa. Two routes pass through St. Helena along S.R. 29: routes 10 and 29. Route 10 provides service from Calistoga to Napa, including

stops in St. Helena, Rutherford and Oakville, running seven days a week, all day and including weekends. Route 29, the Vine Express, is a commuter bus operating from early morning through late afternoon, Monday through Friday. The Vine Express extends from Calistoga to the Vallejo Ferry Terminal and El Cerrito BART. Service hours are Monday through Friday, 5:20 am to 9:10 pm, Saturday 6:00 am to 8:10 pm, and Sundays 8:30 am to 7:00 pm.

The bus stops nearest the project site are two Route 10 northbound stops located at the Pratt Avenue/SR 29 (Main Street) intersection and opposite CIA Greystone, on the east side of the highway.

The *St. Helena Shuttle* is an on-demand shuttle service available for a fee of $1.00 per trip. Service is available Monday through Friday 7:00 am to 9:00 PM, Friday and Saturday 7:00 am to 11:00 pm, and Sunday (May through November) 11:00am to 9:00 pm.

VINE Go is an origin to destination, shared ride service which provides demand response for persons with disabilities in the cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville and the unincorporated areas of Napa County. VINE Go is the ADA paratransit service complementary to the fixed route operators and runs at times corresponding to the fixed routes.

B. OPERATION OF THE CULINARY INSTITUTE OF AMERICA DRIVEWAY CONNECTION TO STATE ROUTE 29-128, AND THE PRATT AVENUE/STATE ROUTE 29-128 INTERSECTION

1. Volumes

Traffic counts were conducted by Crane Transportation Group at the CIA Driveway/S.R.29-128 intersection from 6:00 AM to 6:00 PM and on Saturday, May 14, from 1:00 PM to 6:00 PM. Peak hour counts were conducted at the Pratt Avenue/S.R. 29-128 intersection on Thursday, May 12, from 7:00 – 9:00 AM and 4:00 – 6:00 PM. The peak hours of total traffic passing through the intersections were determined to be 7:45 to 8:45 AM and 4:00 to 5:00 PM on Thursday, and from 1:15-2:15 at the CIA Driveway/S.R.29-128 intersection on Saturday. Due to overall activity being greater at the CIA facility on weekdays than on weekends, this analysis focuses on weekday activities.

In order to determine traffic conditions during the peak summer/fall tourist season and a time of peak activity at CIA, the May counts were adjusted based upon Caltrans' seasonal traffic count information (PeMS data) for Highway 29 in St. Helena. Resultant peak season Thursday peak hour volumes are presented in **Figure 4**.

2. Analysis Methodology

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

Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

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

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements, although overall delay is also typically reported for intersections along state highways. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

3. Existing Peak Season Operation

Table 3 shows that during the peak traffic hour on a summer/fall 2016 weekday, with 2016 (without Master Plan project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS C operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 20.6 seconds average delay for eastbound CIA driveway turns, and LOS D operation during the PM peak hour, with 29.3 seconds average delay for eastbound CIA driveway turns. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 10 seconds during both the AM and PM peak hours.

With 2016 (without Master Plan project) volumes, the Pratt Avenue/S.R. 29-128 intersection would experience LOS D operation, with 30.3 seconds average delay for westbound Pratt Avenue turns during the weekday AM peak hour, and LOS E operation with 39.3 seconds average delay during the weekday PM peak hour.

C. SIGNAL WARRANT EVALUATION – PRATT AVENUE/S.R. 29-128 (MAIN STREET)

1. Analysis Methodology and Reason for Urban Warrant, Rather than Rural Warrant Analysis

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

There are 9 possible tests for determining whether a traffic signal should be considered for installation. These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the *Manual on Uniform Traffic Control Devices* (MUTCD), Federal Highway Administration, 2014, California Supplement, which has been adopted by the State of California as a replacement for *Caltrans Traffic Manual*. Section 4C of the MUTCD provides guidelines, or warrants, which may indicate need for a traffic signal at an unsignalized intersection. As indicated in the MUTCD, satisfaction of one or more warrants does not necessarily require immediate installation of a traffic signal. It is merely an indication that the local jurisdiction should begin monitoring conditions at that location and that a signal may ultimately be required.

Caltrans Signal Warrant 3, the peak hour volume warrant, is often used as an initial check of signalization needs since peak hour volume data is typically available and this warrant is usually the first one to be met. Warrant 3 is based on a curve and takes only the hour with the highest volume of the day into account. Warrant 3 employs two charts, one applicable to “urban” conditions, and another applicable to “rural” conditions. The MUTCD states that if the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 [rural warrant chart] may be used in place of Figure 4C-3 [urban warrant chart] to evaluate the [warrant criteria].

The Pratt Avenue/S.R. 29-128 (Main Street) intersection *has urban characteristics*, as follows:

- The 85th percentile speed on the S.R. 29-128 (Main Street) intersection approaches is less than 40 miles per hour.
- Although the population of the City of St Helena is less than 10,000, S.R. 29-128 (Main Street) through St. Helena is a region-serving highway that experiences urban-type back-ups with slow-moving traffic at Pratt Avenue and stop and go traffic in central St. Helena every weekday afternoon as well as every Saturday and Sunday afternoon due to heavy tourist traffic, commuter through-traffic and local traffic volumes.

- The City of St Helena recognizes the urban character of the highway in its "minimum acceptable LOS D" standard for this intersection.

In the most recent traffic study conducted for this intersection, the *Traffic Impact Report for Las Alcobas Hotel, St Helena, CA,* May 29, 2015, prepared for Caltrans District 4 by Crane Transportation Group, the urban warrant was applied. Caltrans approved the report with no dissenting comment regarding use of urban Warrant 3 for the 2015 study.

In this report, at the request of the City traffic engineer, Warrant #1, the test for the highest eight hour volumes is also included, and the accident warrant (Warrant #7) has been evaluated at the SR 29-128/Pratt Avenue intersection based upon accident data provided by the City of St Helena through the SWITRS (Statewide Integrated Traffic Records System) data base. The feasibility of a roundabout at this location is constrained by existing structures: a residence on the east, a new hotel access driveway (including a historic wall) on the west, as well as right-of-way limitations. A roundabout is not considered feasible at this intersection due to space constraints. (See the **Appendix** for detailed analysis of a roundabout at the SR 29-128/Pratt Avenue intersection.)

2. Existing Conditions

Tables 4a and 4b show that volumes at the Pratt Avenue/ SR 29-128 intersection would not meet urban warrant #1 (the warrant for the 8 highest volume hours) or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours (AM or PM) for existing conditions Please see the tables and warrant charts in the **Appendix**.

Warrant #7, the Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

California MUTCD, Chapter 4C specifies that the need for a traffic control signal shall be considered if an engineering study finds that ***all*** of the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Accident data provided by the City of St. Helena from SWITRS (Statewide Integrated Traffic Reporting System) revealed that over the past five years, there have not been five or more reported crashes at this intersection within any 12-month period. At most, there were 4 crashes between 10/21/11 and 10/24/12. There were three reported crashes in 2011, one in 2012, two in 2013 and 2014, and one in 2015. The Appendix includes the accident data provided by the City.

D. CITY OF ST. HELENA GENERAL PLAN (1993) SIGNIFICANCE CRITERIA AND THRESHOLDS OF SIGNIFICANCE USED IN IMPACT EVALUATIONS IN ST. HELENA

The significance criteria used for analyzing and determining the project's level of impact on traffic and transportation are described in this section.

(1) Thresholds of Significance

Appendix G of the CEQA Guidelines provides that a project would have a significant transportation and traffic impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated road or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City of St. Helena's adopted transportation impact criteria (1993 General Plan) are as follows:

a. 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.

b. All signalized 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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.

V. FUTURE YEAR 2018 and YEAR 2035 (WITHOUT PROJECT) CONDITIONS

A. ANALYSIS HORIZON YEARS FOR WITHOUT PROJECT OPERATING CONDITIONS

1. Overview

CIA management projects that the proposed Master Plan could be fully completed by 2018, and General Plan projections extend to year 2035. Therefore, these horizon years have been used for evaluation.

2. Year 2018 and Year 2035 Base Case (Without Master Plan) Traffic Volumes

Year 2018 weekday AM and PM peak hour (without project) volumes have been developed using traffic growth projections developed for S.R.29-128 in St. Helena as part of the General Plan traffic model. Projections contained in the model show an approximate 2.25 percent per year growth rate for S.R.29-128 traffic between 2015 and 2035. These rates have been applied to the year 2016 summer/fall AM and PM peak hour volumes to achieve 2018 projections at the study intersections (see **Figure 5**); in addition, volumes from the Las Alcobas Hotel driveway opposite Pratt Avenue, have been added.[3] Year 2035 weekday AM and PM peak hour volumes are derived directly from the General Plan projections at the Pratt Avenue/S.R. 29-128 intersection, with volumes at the CIA driveway factored to be consistent with the General Plan projections (see **Figures 6 and 7**).

3. Year 2018 Peak Season Base Case (Without Master Plan Project) Intersection Operation

Table 3 shows that during the peak traffic hour on a summer/fall 2018 weekday, with 2018 (without project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS C operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 21.8 seconds average delay for eastbound CIA driveway turns, and LOS D operation during the PM peak hour, with 32.0 seconds average delay for eastbound CIA driveway turns. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 10 seconds during both the AM and PM peak hours.

With 2018 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128-128 intersection would experience AM peak hour LOS E operation, with 35.9 seconds

[3] The Las Alcobas Hotel will have 68 rooms, a spa for guests only, a 40-seat quality restaurant and one special event per month. Source: *Traffic Impact Report for Las Alcobas Hotel, St Helena, CA* May 29, 2015, prepared for Caltrans District 4 by Crane Transportation Group.

average delay for turns from the eastbound Las Alcobas Hotel driveway, and LOS F operation, with 64.0 seconds average delay for turns from westbound Pratt Avenue. PM peak hour would experience LOS E operation, with 36.4 seconds average delay for turns from the eastbound Las Alcobas Hotel driveway, and LOS F operation, with 93.4 seconds average delay for turns from westbound Pratt Avenue.

4. Year 2035 Peak Season Base Case (Without Master Plan Project) Intersection Operation

Table 3 shows that during the peak traffic hour on a summer/fall 2035 weekday, with 2035 (without project) volumes, the CIA driveway/S.R.29-128 intersection would experience LOS E operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 37.4 seconds average delay for eastbound CIA driveway turns, and LOS F operation during the PM peak hour, with 82.7 seconds average delay for eastbound CIA driveway turns. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 11 seconds during both the AM and PM peak hours.

With 2035 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128-128 intersection would experience AM peak hour LOS F operation, with 87.1 seconds average delay for turns from the eastbound Las Alcobas Hotel driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue. PM peak hour would experience LOS F operation, with 92.1 seconds average delay for turns from the eastbound Las Alcobas Hotel driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue.

B. SIGNAL WARRANT EVALUATION

1. Year 2018 and Year 2035 Without Project Conditions

Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet warrant #1 criteria (the eight-hour signal warrant) or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 without Master Plan conditions. However, by 2035, volumes approach meeting both signal warrant (warrant #1 and #3) criteria. Please see the tables and warrant charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions. The feasibility of a round at this location is constrained by existing structures: a residence on the east, a new hotel access driveway and historic wall on the west, as well as right-of-way limitations. A round is not considered feasible at this intersection due to extreme space constraints, as detailed in a memorandum prepared by Summit Engineering (10/21/16) showing the layout of a 150-foot round diameter overlay of the intersection. The memorandum is included in the appendix to this study.

C. PROPOSED LEFT TURN LANE DESIGN

The civil engineer for the Las Alcobas Hotel, Riechers Spence Associates, prepared a design[4] for the proposed northbound left turn lane with a length of 150 feet. This length would be more than adequate to accommodate the projected maximum storage demand.

[4] January 6, 2015.

VI. CULINARY INSTITUTE OF AMERICA MASTER PLAN TRAFFIC AND PARKING IMPACTS

A. PROPOSED PROJECT

The CIA Master Plan would result in the following development or activity that would result in changes to trip generation and parking demand at the Master Plan facilities.

- New Students at Greystone: 100
  - All 100 additional students would be living at the Vineyard Lodge housing on Pratt Avenue in St. Helena and attending weekday classes. These students will be shuttled to and from the CIA Greystone campus on weekdays, as they would not be allowed to use a personal vehicle to access classes, consistent with the current practice. Alternatively, some students may walk or bike. Shuttle bus service is currently provided every 15 minutes from early morning (5:30 AM) to end of the student day (9:30 PM).
  - For traffic and parking analysis purposes, no new students are assumed to be living off-site and commuting to the CIA-Greystone for weekday classes. All new students would reside at the Vineyard Lodge on Pratt Avenue. Some students currently commuting from off-site would be able to find CIA-housing under "with Master Plan" conditions, as 271 beds would be available for the 300-student population.

B. PROJECT TRIP GENERATION

1. ITE Trip Generation Standard Rates are not Applicable

The standard engineering reference for determining the amount of traffic generated by a specific land use is the Institute of Transportation Engineers (ITE) *Trip Generation* reference manual. However, for a facility with a wide range of activities and programs, such as the CIA's Greystone facility, there is no applicable "standard" trip generation rate available in the historical data supplied by ITE. Greystone has a wide range of classes, starting at 6:00 AM and continuing as late as 8:00 or 9:00 PM on a daily basis, in addition to a restaurant, café, retail shop, museum, and special events. The majority of students are shuttled to and from class from off-site (Vineyard Lodge) housing operated by the CIA, via shuttles running every 15 minutes from 5:30 AM to 9:30 PM daily. A facility this unique and one-of-a-kind requires hourly projections of programs and parking requirements for all activities. This has been the approach to planning for the Greystone facility since 2003 when the last major Master Plan traffic and parking analysis was prepared for this facility. For this reason, **Tables 7, 8, 9 and 10** were prepared to determine existing and future peak season parking requirements by hour of day, and **Appendix Tables A and B** were prepared to show hourly, all-day inbound and outbound peak season traffic volumes for weekday conditions, based upon driveway traffic counts, and closely tied to the peak season parking tables.

2. Management-Approved Projections of Inbound and Outbound Trips Based Upon Current and Planned Programs and Activities at Greystone and Maximized Student Housing Occupancy at Greystone and Vineyard Lodge

This study is based upon CIA management-approved projections regarding the planned relocation of programs and staff from the Greystone campus to the new facility in Napa, and the intention to maximize use of CIA-managed housing for students. The CIA can provide housing at lower cost than students can find off-site, outside of CIA facilities. The CIA provides all needed transportation for its students, including rental cars, when needed. All 100 new students will be housed at the expanded Vineyard Lodge, filling a long-standing need for additional CIA housing. The CIA will maintain its current all-day schedule of shuttle pick-ups/drop-offs, every 15 minutes. By increasing the size of its shuttles, it can maintain the same number of trips that occur today. These projections have been utilized to determine the net increase or decrease in Thursday AM and PM peak hour traffic due to the proposed Master Plan.

As shown in **Figure 8**, the CIA Master Plan project would result in reduced trips to and from the S.R. 29 corridor and the Greystone facility; see the Greystone Trip Generation in **Appendix Tables A and B,** detailing full-day Greystone Trip Generation.

The tables show a decrease of 21 inbound and 3 outbound during the AM peak hour, and 10 inbound and 25 outbound during the PM peak hour). The 15-trip decrease in Master Plan-related trips on SR 29-128 during summer/fall Thursday AM peak traffic conditions would be primarily related to the following reductions:

- reductions in Administrative staff; shown on **Appendix Table A** as “-5” inbound trips
- reductions in the SIG program; shown on **Appendix Table A** as “-16” inbound and “-3” outbound trips

The 21-trip decrease in Master Plan-related trips on SR 29-128 during summer/fall Thursday PM peak traffic conditions would be primarily related to the following:

- reductions in Administrative staff; shown on **Appendix Table B** as “-5” outbound trips
- reductions in the SIG program; shown on **Appendix Table B** as “-15” outbound trips
- reductions in Continuing Ed & Food Enthusiast; shown on **Appendix Table B** as “-1” inbound trip
- reduction in Restaurant Patrons; shown on **Appendix Table B** as “-1” inbound trip.
- reduction in Tourists; shown on **Appendix Table B** as “-5” inbound and “-5” outbound trips.
- reduction in afternoon deliveries; shown on **Appendix Table B** as “-3” inbound trips.

Most of the existing traffic activity associated with students living in non-CIA housing off-site occurs at non-peak traffic times (i.e. on weekdays before 7:00 AM, from 1:00 to 2:00 PM or after 8:00 PM), thus, other than shuttles running every 15 minutes between the Vineyard Lodge and Greystone facilities, only low-levels of student-related trips are reflected in project trip generation during the analyzed peak hours. There would be minor trip increases (3 inbound and 5 outbound during the AM peak hour, and 7 inbound and 5 outbound during the PM peak hour)

projected to and from the Vineyard Lodge housing, attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area during after-school hours. The weekday student trip increases are projected at low levels based on the current low-level driveway counts at Vineyard Lodge during the analyzed peak hours.

CULINARY INSTITUTE OF AMERICA MASTER PLAN
NET NEW TRIPS ADDED OR SUBTRACTED TO STATE ROUTE 29 BETWEEN PRATT AVENUE AND THE CIA'S GREYSTONE DRIVEWAY*

WEEKDAY (7:45-8:45 AM)*

	NB	SB
Shuttle Bus To/From Vineyard Lodge Dorms	0	0
Change due to programs being moved to Napa Copia	- 13	-2
TOTAL NET NEW TRIPS	-13	-2

WEEKDAY (4:00-5:00 PM)*

	NB	SB
Shuttle Bus To/From Vineyard Lodge Dorms	0	0
Change due to programs being moved to Napa Copia	- 6	-15
TOTAL NET NEW TRIPS on SR 29 (Main Street) between Pratt Avenue and the Greystone driveway.	-6	-15

*See **Appendix Tables A and B** showing the reduction in trips due to specific activities at the Greystone facility being moved to Copia in Napa.

C. PROJECT IMPACTS TO OPERATION OF THE CIA DRIVEWAY/ S.R.29-128 INTERSECTION AND PRATT AVENUE/ LAS ALCOBAS HOTEL DRIVEWAY/S.R. 29-128 INTERSECTION

There would be a net decrease in traffic volumes at intersections due to the Master Plan project. Table 3 shows that Existing with project volumes would result in the CIA driveway/S.R.29-128 intersection experiencing LOS C operation on the CIA driveway approach to the state highway during a weekday AM peak hour, with 19.8 seconds average delay for eastbound CIA driveway turns (a reduction in average delay of 0.8 second), and LOS D operation during the PM peak hour, with 25.2 seconds average delay for eastbound CIA driveway turns (a reduction of 4.1 seconds). The average delay for left turns from northbound S.R.29-128 into the CIA campus would also be slightly reduced, and would remain less than 10 seconds during both the AM and PM peak hours.

With Existing volumes plus the Master Plan project, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience LOS D operation, with 30.5 seconds average delay during the AM peak hour (an increase in average delay of 0.2 second), and LOS E

operation, with 39.6 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (an increase in average delay of 0.3 second). The project increment of 4 outbound trips from Vineyard Lodge would add 6 percent additional traffic to the westbound intersection approach during the existing AM and PM peak hours, adding to the existing extreme delays.

With 2018 (with Master Plan project) volumes (See Figure 9), the CIA driveway/S.R.29-128 intersection would experience less average delay by 0.9 seconds (AM) and 4.8 seconds (PM) on the CIA driveway approach to the state highway the weekday AM and PM peak hours, respectively. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 10 seconds during both the AM and PM peak hours.

During the peak traffic hour on a summer/fall weekday morning and afternoon, with 2018 (with Master Plan project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience LOS E operation, with 35.1seconds average delay during the AM peak hour (a decrease in average delay of 0.8 second), and LOS E operation, with 35.4 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (a decrease in average delay of 1.0 second). The westbound Pratt Avenue turns would experience extreme delays (LOS F) without the Master Plan project during the AM and PM peak hours; the project increment of 4 outbound trips from Vineyard Lodge would add 5.5 percent additional traffic to the westbound intersection approach during the existing AM and PM peak hours, resulting in an increased delay of 0.9 seconds (AM) and 1.0 second (PM).

With 2035 (with Master Plan) volumes, the CIA driveway/S.R.29-128 intersection would experience less average delay by 2.5 seconds (AM) and 24.9 seconds (PM) on the CIA driveway approach to the state highway during the weekday peak hours. The average delay for left turns from northbound S.R.29-128 into the CIA campus would be less than 11 seconds during both the AM and PM peak hours.

With 2035 (with Master Plan project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience LOS F operation, with 83.6 seconds average delay during the AM peak hour (a decrease in average delay of 3.5 seconds), and 88.3 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (a decrease in average delay of 3.8 seconds). The westbound Pratt Avenue turns would experience extreme delays without the Master Plan project during the AM and PM peak hours; the project increment of 4 westbound trips represents 5 percent traffic added to the westbound intersection approach during the AM and PM peak hours, adding to the existing extreme delay.

D. SIGNAL WARRANT EVALUATION

1. Year 2018 and Year 2035 With Master Plan Conditions

Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet warrant #1 criteria (the hour-hour signal warrant) or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 with Master Plan conditions. However, by 2035, volumes approach meeting both signal warrant (warrant #1 and #3) criteria. Please see the warrant charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions.

E. LEFT TURN QUEUE LENGTH AT THE CIA DRIVEWAY/ S.R.29-128 INTERSECTION

The left turn lane on the northbound S.R.29-128 approach to the CIA driveway is 150 feet long and can accommodate up to 6 to 7 automobiles. Based upon methodology contained in the Institute of Transportation Engineers (ITE) November 2001 *ITE Magazine*,[5] with Base Case + Master Plan traffic volumes (and no special event), the 95th percentile queue storage demand in the left-turn turn pocket during a summer/fall weekday AM and PM peak hour would be 3 vehicles (less than available storage).

F. CULINARY INSTITUTE OF AMERICA PARKING DEMAND

1. Overview

The CIA campus currently has 265 striped parking spaces located primarily in two major parking lots (north lot and south lot) adjacent (east and southeast of) the historic Greystone building; there is on-site parking for employees and the general public, as well as restaurant valet parking, a loading and unloading area, and spaces for service vehicles. Handicapped-accessible spaces are provided near the Greystone entrance. Event valet parking allows for 60 or more additional parking spaces when needed. In addition to regularly scheduled classes and restaurant hours, there are many small-to-large size special events held at the CIA throughout the year. Events occur on all days of the week, during the day as well as in the evening. For major special events that would exceed the on-site supply of parking, the CIA arranges in advance for remote parking and shuttle service.

Parking demand is within the available supply of on-site parking spaces during the peak activity season on weekdays and Saturday throughout the day. All students and staff must self park, while lunch and dinner guests have the choice of self parking or valet parking. Tourists and visitors primarily self park. Parking demand on weekdays and weekends peaks between noon and 2:00 PM. On Saturdays, there are no regular classes and thus few students or teachers are on campus. Administrative staff are largely absent on weekends, however, the number of guests eating at the café and restaurant and the number of drop-in tourists is higher on weekends than on weekdays.

2. Existing May 2016 Parking Demand

Hourly on-site parking surveys were conducted by Crane Transportation Group on May 12 and 14, 2016, a Thursday and a Saturday. The weather was clear on both days.

Thursday conditions: There were no special events scheduled on Thursday; there were 50 at lunch and 75 at dinner in the restaurant; the AOS degree program had 154 students in class, and there were 26 attendees in Food Enthusiast classes.

[3] *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, by John T. Gard.

Saturday conditions: There were 110 at lunch and100 at dinner in the restaurant; no students were in class, and there were 46 attendees in Food Enthusiast classes. There was a wedding with 150 guests occurring Saturday evening.

As shown in **Tables 5 and 6**, on both days parking demand never exceeded the available supply of on-site spaces.

3. Existing Peak Season Parking Demand

There is a wide variety of uses on-going at the Greystone facility. Therefore, a detailed analysis of campus activities was prepared for each hour of the day showing the Master Plan uses for all departments that would remain at the Greystone facility.

Parking counts were conducted at the Greystone parking lots on May 12 and 14, 2016, as presented in **Tables 5 and 6** for weekday and Saturday conditions respectively**.** As shown, for all time periods there was substantial available parking. The heaviest parking demand occurred at 2:00 PM on Thursday, when 208 cars were parked and there were 57 available parking spaces, and on Saturday at 2:00 PM with154 cars parked and 6:00 PM when there were156 cars parked, resulting in 111 and 109 available spaces, respectively.

Projections have been developed of the existing on-site parking demand that could be expected at Greystone during the peak activity season. Projections (by hour) are presented in **Tables 7** and **8** for weekday and Saturday conditions respectively, based upon input from CIA management. As shown, on-site parking demand would total 250 spaces by 2:00 PM on a weekday, and 157 between noon and 2:00 PM on a Saturday.

4. Projected Future "With Master Plan" Peak Season Parking Demand

With the CIA Master Plan's relocated activities and all new students using the CIA shuttle services, a total of 265 paved and striped parking stalls would be provided on the CIA campus. **Tables 9 and 10** provide weekday and Saturday parking demand projections for "with Master Plan" conditions by hour of the day. As shown, for all time periods there would be a substantial amount available parking. The heaviest parking demand would occur at 2:00 PM on Thursday, when 191 cars would be parked, and noon to 2:00 PM on Saturday, when 95 cars would be parked. There would be room for an additional 60 or more vehicles to be parked on-site by valets for events.

Based upon the proposed number of striped spaces, the project would provide more than adequate on-site parking for post-Master Plan peak season regular activities, with valet parking for events. However, with very large special events, use of off-site parking could still be required, as it is today.

VII. CONCLUSIONS AND RECOMMENDATIONS

- Conclusions: The project would not result in significant impacts to traffic and transportation as evaluated per the City's significance criteria (listed in Section IV.D). The project would not have significant impacts as defined in Appendix G of the CEQA Guidelines, nor would it result in significant impacts to intersections as defined by the City of St. Helena's transportation impact criteria. Due to the project's reduction of through traffic on SR 29-128 (Main Street), with 2018 and 2035 (with Master Plan) volumes, the CIA driveway/S.R.29-128 intersection would experience less average delay on the CIA driveway approach to the state highway during the weekday AM and PM peak hours. Due to the project's reduction of through traffic on SR 29-128 (Main Street) and minor increase of traffic on the Pratt Avenue westbound approach to Main Street, "with project" conditions would result in a reduced overall traffic volume at the Pratt Avenue/S.R. 29-128 intersection. Project volumes would not result in a "letter" change in intersection Level of Service operation, and would result in minor increased delay due to 3 added westbound Pratt Avenue left turns during the AM and PM peak hours – adding to the existing extreme delays on the westbound Pratt Avenue approach. Project traffic would not result in signal warrant #1 or #3 being met.

- Recommendation: It is advised, and it is the current policy of CIA management, to use parking spaces on the south lot parking area for employees (i.e. long duration parkers), leaving the majority of the north lot parking stalls for quicker turnover activities such as student commuters, tourists and guests.

Agenda Item #5.2.

FIGURES

Figure 1
Area Map

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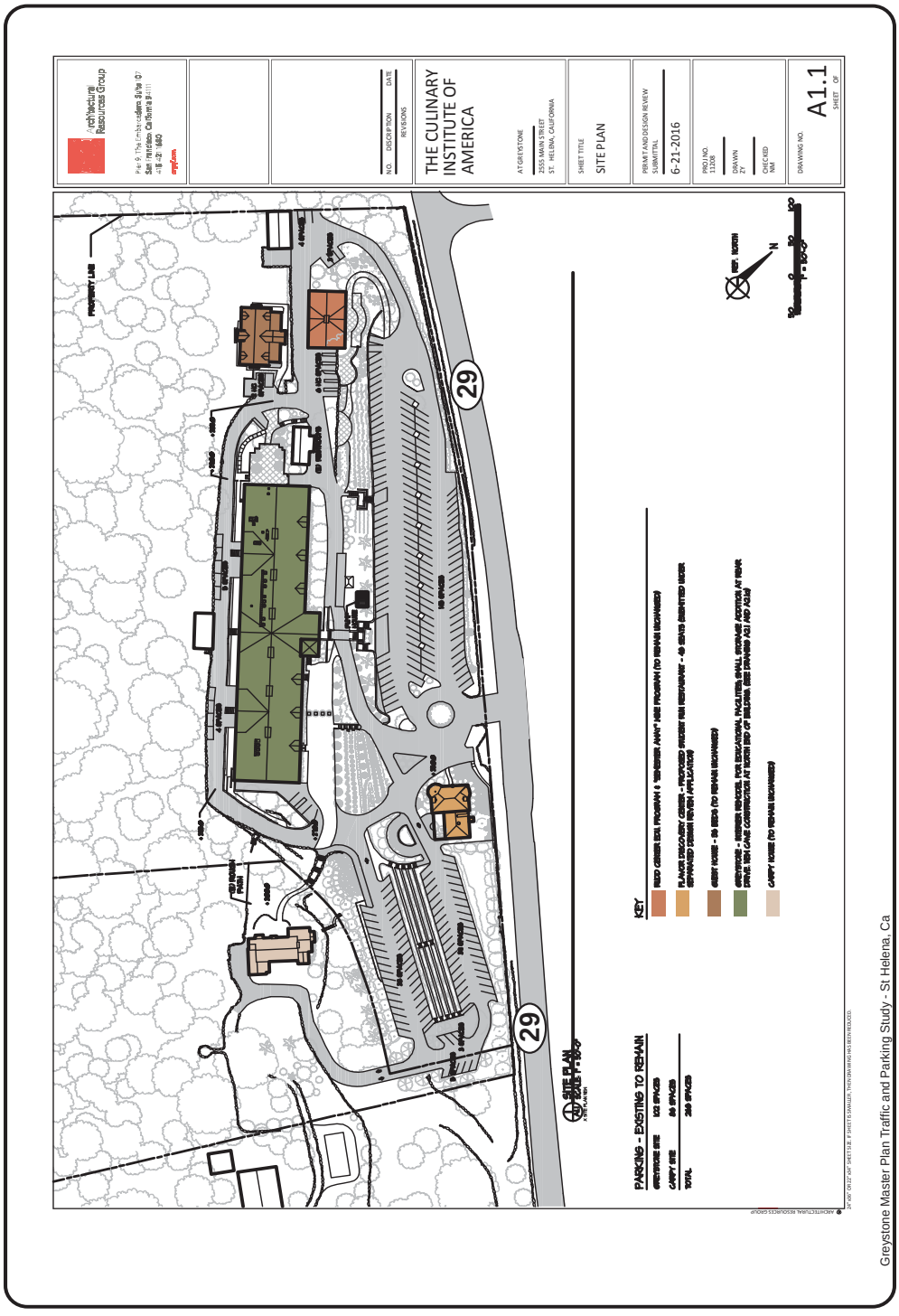
Agenda Item #5.2.



Greystone Master Plan Traffic and Parking Study - St Helena, Ca

Figure 2
Graystone Site Plan

CRANE TRANSPORTATION GROUP

Agenda Item #5.2.

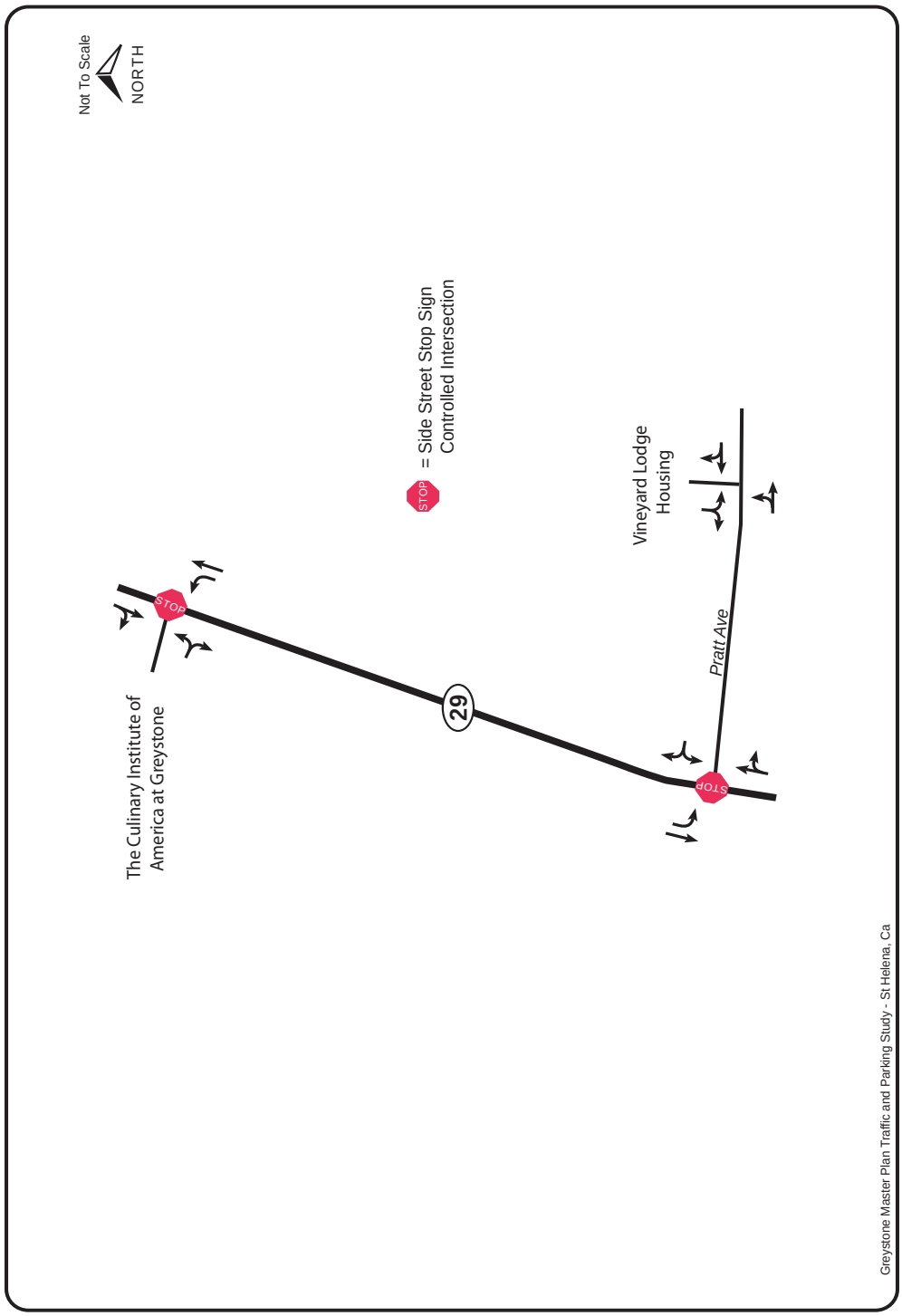


Figure 3
Existing Lane Geometrics and Intersection Control

CRANE TRANSPORTATION GROUP

Figure 4
Existing Harvest (without Project)
AM & PM Peak Hour Volumes

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Figure 5
2018 Harvest (without Project)
AM & PM Peak Hour Volumes

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Agenda Item #5.2.

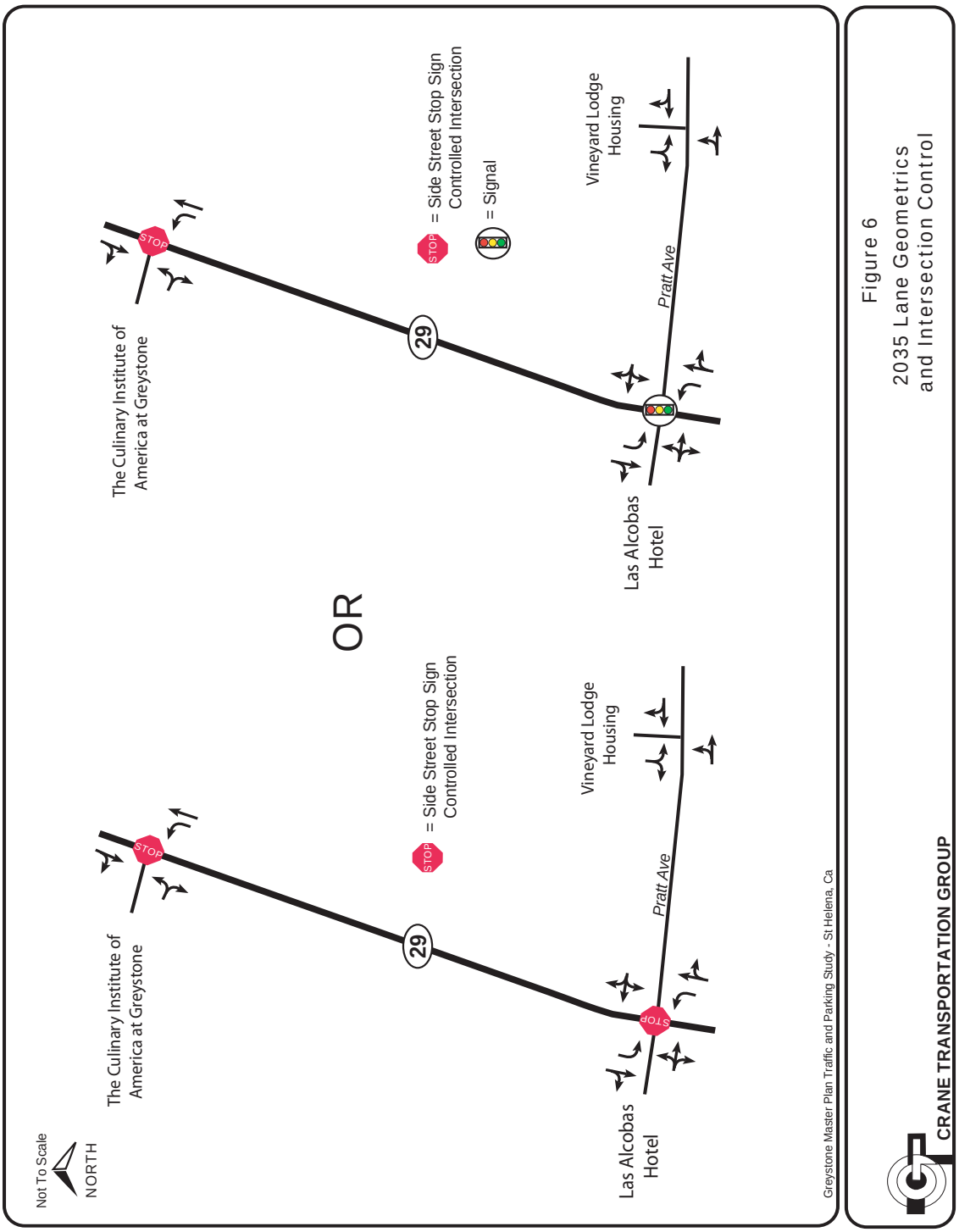


Figure 6
2035 Lane Geometrics
and Intersection Control

Figure 7
2035 Harvest (without Project)
AM & PM Peak Hour Volumes

Not To Scale
NORTH
The Culinary Institute of America at Greystone
-3
-10
-15
-7
+1
29
Vineyard Lodge Housing
+5
+3
+4
Pratt Ave
+1
+4
-7
+4
-15
PM Peak Hour
(4:00-5:00)
The Culinary Institute of America at Greystone
-3
-1
-2
-4
+1
29
Vineyard Lodge Housing
+5
+3
0
Pratt Ave
+1
+4
-2
-4
AM Peak Hour
(7:45-8:45)
Greystone Master Plan Traffic and Parking Study - St Helena, Ca
Figure 8
Project Increment
AM & PM Peak Hour Volumes
CRANE TRANSPORTATION GROUP

Figure 9
Existing Harvest (with Project)
AM & PM Peak Hour Volumes

CRANE TRANSPORTATION GROUP

Figure 10
2018 Harvest (with Project)
AM & PM Peak Hour Volumes

CRANE TRANSPORTATION GROUP

Figure 11
2035 Harvest (with Project)
AM & PM Peak Hour Volumes

Agenda Item #5.2.

TABLES

Table 1

SIGNALIZED INTERSECTION LOS CRITERIA

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

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

Table 2

UNSIGNALIZED INTERSECTION LOS CRITERIA

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

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

Table 3

INTERSECTION LEVEL OF SERVICE

HARVEST THURSDAY AM PEAK HOUR

INTERSECTION	EXISTING	EXISTING + PROJECT	YEAR 2018		YEAR 2035	
			W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
CIA Driveway/ S.R. 29-128 (side street stop controlled)	C-20.6/A-9.4[1]	C-19.8/A-9.3	C-21.8/A-9.6	C-20.9/A-9.4	E-37.4/B-10.7	D-34.9/B-10.5
Pratt Avenue/ S.R. 29-128 (side street stop controlled)	D-30.3[2]	D-30.5	E-35.9/F-64.0[3]	E-35.1/F-64.9	F-87.1/F-*	F-83.6/F-*
Pratt Avenue/ S.R. 29-128 (signalized)	A-5.9 [4]	A-5.9	A-8.5	A-8.5	B-13.0	B-13.1

HARVEST THURSDAY PM PEAK HOUR

INTERSECTION	EXISTING	EXISTING + PROJECT	YEAR 2018		YEAR 2035	
			W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
CIA Driveway/ S.R. 29-128 (side street stop controlled)	D-29.3/ A-9.0[1]	D-25.2/A-8.9	D-32.0/A-9.1	D-27.2/A-9.0	F-82.7/A-9.9	F-57.8/A-9.9
Pratt Avenue/ S.R. 29-128 (side street stop controlled)	E-39.3[2]	E-39.6	E-36.4/F-93.4[3]	E-35.4/F-94.4	F-92.1/F-*	F-88.3/F-*
Pratt Avenue/ S.R. 29-128 (signalized)	A-7.5 [4]	A-7.6	A-9.0	A-9.0	C-21.8	C-22.9

F-* = Extreme delay (over 120 seconds).

[1] Side street stop sign controlled level of service – control delay in seconds – Eastbound CIA Driveway/SR 29-128 northbound left

[2] Side street stop sign controlled level of service – control delay in seconds – Westbound Pratt Avenue

[3] Side street stop sign controlled level of service – control delay in seconds –Eastbound Las Alcobas Hotel Driveway/ Westbound Pratt Avenue

[4] Signalized lever of service – control delay in seconds

Year 2010 Highway Capacity Manual (HCM) Analysis Methodology
Source: Crane Transportation Group

Table 4A

INTERSECTION 8-HOUR SIGNAL WARRANT EVALUATION

DO VOLUMES DURING THE 8 HIGHEST TRAFFIC HOURS MEET SIGNAL WARRANT #1 CRITERIA LEVELS? (See Urban Warrant Tables in Appendix)

AM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

PM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

(1) By 2035, the warrant level is approaching being met, as volumes for 6 of the 8 hours meet the warrant criteria. See the warrant tables in the Appendix.

Source: Crane Transportation Group

Table 4B

INTERSECTION PEAK HOUR SIGNAL WARRANT EVALUATION

DO PEAK HOUR VOLUMES MEET SIGNAL WARRANT #3 CRITERIA LEVELS? (See Warrant Figures in Appendix)

AM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

PM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

(1) By 2035, the warrant is approaching being met. See the warrant charts in the Appendix.

Source: Crane Transportation Group

Table 5
Greystone - CIA Parking Lot Survey Thursday, May 12, 2016

Lot Segment	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 noon	Spaces Per Lot Segment*
1	2	5	6	10	12	18	28
2	7	10	20	22	25	28	36
3	15	20	26	30	27	35	39
4	14	17	20	22	36	22	51
5	4	8	8	8	8	8	8
6	1	2	5	7	9	11	18
7	1	2	7	9	11	15	18
8	5	8	20	20	20	19	20
9	5	7	16	18	18	18	18
10	4	4	4	4	5	6	9
11	0	1	1	1	2	2	4
12	8	9	6	8	8	9	23
Total	66	93	139	159	181	191	**265**
Available Spaces	**199**	**172**	**126**	**106**	**84**	**74**	
Lot Segment	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		Spaces Per Lot Segment*
1	20	14	12	10	10		28
2	31	30	30	24	19		36
3	37	16	15	27	23		39
4	29	39	41	34	32		51
5	9	8	7	8	6		8
6	12	12	13	8	4		18
7	18	17	17	15	8		18
8	19	15	14	11	6		20
9	19	20	15	8	4		18
10	6	6	4	5	5		9
11	3	2	2	0	0		4
12	5	9	8	7	8		23
Total	208	188	178	157	125		**265**
Available Spaces	**57**	**77**	**87**	**108**	**140**		

Table 6
Greystone - CIA Parking Lot Survey - Saturday May 14, 2016

Lot Segment	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 pm	6:00 PM	Total Parking Spaces Per Lot Segment*
1	16	20	21	12	19	22	28
2	29	34	32	32	34	33	36
3	34	26	25	26	23	26	39
4	34	35	30	29	27	30	51
5	6	8	7	8	8	8	8
6	0	1	0	0	3	5	18
7	9	9	5	4	6	7	18
8	0	4	9	8	8	6	20
9	5	5	6	7	8	8	18
10	4	4	4	3	3	4	9
11	0	0	0	0	0	0	4
12	5	8	6	6	7	7	23
Total	142	154	145	135	146	**156**	**265**
Available Spaces	**123**	**111**	**120**	**130**	**115**	**109**	

Table 7

CULINARY INSTITUTE OF AMERICA
EXISTING WEEKDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Mid night
Admin Staff		5	10	10	10	10	10	10	10	10	10	5						
Education Staff	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15			
SIG Program & Purchasing staff	2	2	20	20	20	20	20	20	20	20	20							
Pub Ops/SE				8	8	8	8	8	8	8	8	8	8					
Campus Store & Café Staff				7	7	7	7	7	7	7	7	7	7					
Restaurant Staff Shift 1 Shift 2				10	10	10	10	10	10	10 10	10 10	10 10	10 10	10	10	10	10	10
Teachers	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	1		
AOS Students		53(1)	53	53	53	53	53	53	41	41	41	41	41	41	41			
Continuing Ed & Food Enthusiast		28(2)	28	28	28	28	28	28	28	28	28	28	28	28	28			
Restaurant Patrons (3)						35	35	35	35	35	35	35	35	35	35	10	10	
Tourists				10	10	15	15	15	15	15	15	5	5					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10		
Trades People/ Sales People			1	1	1			1	1	1	1							
TOTAL	60	146	170	205	205	244	249	**250**	238	248	248	207	202	172	167	31	20	10

BOLD type indicates maximum parking demand.
(1) 45 students now staying in dorms on CIA campus, 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 42 @ 1.5 per car.
(3) 70 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

Agenda Item #5.2.

Table 8

CULINARY INSTITUTE OF AMERICA
EXISTING SATURDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Midnight
Admin Staff																		
Education Staff																		
Purchasing staff																		
Pub Ops/SE				6	6	6	6	6	6	6	6	6	6					
Campus Store & Café Staff				8	8	8	8	8	8	8	8	8	8					
Restaurant Staff Shift 1				10	10	10	10	10	10	10	10	10	10					
Teachers	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1		
Degree & Certificate Students		14 (1)	14	14	14	14	14	14	6	6	6	6	6	6	6			
Continuing Ed & Food Enthusiast		40 (2)	40	40	40	40	40	40	40	40	40	40	40	40	40			
Restaurant Patrons (3)						40	40	40	40	40	40	40	40	40	40	5	5	
Tourists				10	10	15	15	15	15	15	15	5	5					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10		
Trades People/ Sales People			1	1	1		1	1	1	1	1							
TOTAL	18	72	73	107	107	151	**157**	**157**	149	149	149	133	133	104	104	16	5	

BOLD type indicates maximum parking demand.
(1) 24 students - 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 60 @ 1.5 per car.
(3) 80 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

Agenda Item #5.2.

Table 9

CULINARY INSTITUTE OF AMERICA
EXISTING WEEKDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITH MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Mid night
Admin Staff		1	5	5	5	5	5	5	5	5	5	1						
Education Staff	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15			
Purchasing staff	1	1	5	5	5	5	5	5	5	5	5							
Pub Ops/SE				8	8	8	8	8	8	8	8	8	8					
Campus Store & Café Staff				7	7	7	7	7	7	7	7	7	7					
Restaurant Staff Shift 1 Shift 2				10	10	10	10	10	10	10	10	10	10					
Teachers	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	1		
AOS Students		53(1)	53	53	53	53	53	53	41	41	41	41	41	41	41			
Continuing Ed & Food Enthusiast		11(2)	11	11	11	11	11	11	11	11	11	11	11	11	11			
Restaurant Patrons (3)						18	18	18	18	18	18	18	18	18	18	5	5	
Tourists				5	5	10	10	10	10	10	10	2	2					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10		
Trades People/ Sales People			1	1	1			1	1	1	1							
TOTAL	59	124	133	163	163	185	190	**191**	179	179	179	156	155	128	123	16	5	

BOLD type indicates maximum parking demand.
(1) 45 students now staying in dorms on CIA campus, 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 16 @ 1.5 per car.
(3) 35 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

Table 10

CULINARY INSTITUTE OF AMERICA
EXISTING SATURDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITH MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Midnight
Admin Staff																		
Education Staff																		
Purchasing staff																		
Pub Ops/SE				6	6	6	6	6	6	6	6	6	6					
Campus Store & Café Staff				8	8	8	8	8	8	8	8	8	8					
Restaurant Staff Shift 1				10	10	10	10	10	10	10	10	10	10					
Teachers	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1		
AOS Students		14	14	14	14	14	14	14	6	6	6	6	6	6	6			
Continuing Ed & Food Enthusiast		20	20	20	20	20	20	20	20	20	20	20	20	20	20			
Restaurant Patrons (3)						20	20	20	20	20	20	20	20	20	20	5	5	
Tourists				5	5	10	10	10	10	10	10	2	2					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Trades People/ Sales People			1	1	1		1	1	1	1	1							
TOTAL	6	40	41	70	70	89	**100**	**100**	92	92	92	78	78	52	52	9	5	

BOLD type indicates maximum parking demand.
(1) 24 students now staying in dorms on CIA campus, 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 30 @ 1.5 per car.
(3) 40 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

Agenda Item #5.2.

APPENDIX

Agenda Item #5.2.

INTERSECTION LEVEL OF SERVICE (LOS) WORKSHEETS

HCM 2010 TWSC
2: SR29 & Greystone

25/10/2016

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	8	42	515	680	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	5	9	46	560	739	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1403	752	765	0	-	0
Stage 1	752	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	156	413	857	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	413	857	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	857	-	245	-	-
HCM Lane V/C Ratio	0.053	-	0.058	-	-
HCM Control Delay (s)	9.4	-	20.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

HCM 2010 TWSC
4: SR29 & Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	26	516	56	15	704
Conflicting Peds, #/hr	5	5	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	8	0	0	6
Mvmt Flow	43	28	561	61	16	765

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1394	596	0	0	627	0
Stage 1	596	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	158	507	-	-	965	-
Stage 1	554	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	505	-	-	965	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.3	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	213	965	-
HCM Lane V/C Ratio	-	-	0.337	0.017	-
HCM Control Delay (s)	-	-	30.3	8.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	40	26	516	56	15	704
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1772	1900	1900	1792
Adj Flow Rate, veh/h	43	28	561	61	16	765
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	8	8	0	6
Cap, veh/h	68	44	797	87	30	1185
Arrive On Green	0.07	0.07	0.51	0.51	0.02	0.66
Sat Flow, veh/h	1010	658	1567	170	1810	1792
Grp Volume(v), veh/h	72	0	0	622	16	765
Grp Sat Flow(s),veh/h/ln	1691	0	0	1737	1810	1792
Q Serve(g_s), s	1.2	0.0	0.0	8.1	0.3	7.4
Cycle Q Clear(g_c), s	1.2	0.0	0.0	8.1	0.3	7.4
Prop In Lane	0.60	0.39		0.10	1.00	
Lane Grp Cap(c), veh/h	113	0	0	883	30	1185
V/C Ratio(X)	0.64	0.00	0.00	0.70	0.53	0.65
Avail Cap(c_a), veh/h	633	0	0	1358	246	1889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	5.5	14.3	2.9
Incr Delay (d2), s/veh	5.8	0.0	0.0	1.0	13.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	4.1	0.2	3.6
LnGrp Delay(d),s/veh	19.2	0.0	0.0	6.6	28.0	3.5
LnGrp LOS	B			A	C	A
Approach Vol, veh/h	72		622			781
Approach Delay, s/veh	19.2		6.6			4.0
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.5	19.0				23.4		6.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.2	10.1				9.4		3.2
Green Ext Time (p_c), s	0.0	4.9				6.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

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

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
2: SR29 & Greystone 06/11/2016

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	29	43	19	805	647	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	30	44	20	830	667	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1541	672	677	0	-	0
Stage 1	672	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	128	459	924	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	459	924	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.3	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	924	-	221	-	-
HCM Lane V/C Ratio	0.021	-	0.336	-	-
HCM Control Delay (s)	9	-	29.3	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

HCM 2010 TWSC
4: SR29 & Pratt Ave 05/11/2016

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	36	29	762	46	27	677
Conflicting Peds, #/hr	5	5	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	37	30	786	47	28	698

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1568	814	0	0	838	0
Stage 1	814	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	123	381	-	-	805	-
Stage 1	439	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	118	379	-	-	805	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.3	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	170	805	-
HCM Lane V/C Ratio	-	-	0.394	0.035	-
HCM Control Delay (s)	-	-	39.3	9.6	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave

22/06/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	36	29	762	46	27	677
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.94		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1865	1900	1900	1863
Adj Flow Rate, veh/h	37	30	786	47	28	698
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	57	46	966	58	50	1306
Arrive On Green	0.06	0.06	0.56	0.56	0.03	0.70
Sat Flow, veh/h	910	738	1740	104	1810	1863
Grp Volume(v), veh/h	68	0	0	833	28	698
Grp Sat Flow(s),veh/h/ln	1673	0	0	1844	1810	1863
Q Serve(g_s), s	1.3	0.0	0.0	12.4	0.5	6.1
Cycle Q Clear(g_c), s	1.3	0.0	0.0	12.4	0.5	6.1
Prop In Lane	0.54	0.44		0.06	1.00	
Lane Grp Cap(c), veh/h	104	0	0	1023	50	1306
V/C Ratio(X)	0.65	0.00	0.00	0.81	0.57	0.53
Avail Cap(c_a), veh/h	545	0	0	1255	214	1709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	6.1	16.2	2.4
Incr Delay (d2), s/veh	6.7	0.0	0.0	3.5	9.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	7.0	0.4	3.0
LnGrp Delay(d),s/veh	22.2	0.0	0.0	9.6	26.0	2.8
LnGrp LOS	C			A	C	A
Approach Vol, veh/h	68		833			726
Approach Delay, s/veh	22.2		9.6			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.9	22.8				27.7		6.1
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.5	14.4				8.1		3.3
Green Ext Time (p_c), s	0.0	4.4				7.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Notes

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

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
2: SR29 & Greystone

25/10/2016

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	6	24	516	680	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	4	7	26	561	739	18

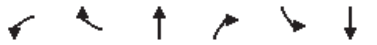
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1361	748	758	0	-	0
Stage 1	748	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	165	416	862	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	416	862	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	862	-	254	-	-
HCM Lane V/C Ratio	0.03	-	0.043	-	-
HCM Control Delay (s)	9.3	-	19.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM Unsignalized Intersection Capacity Analysis
4: SR29 & Pratt Ave

25/10/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	43	27	502	56	15	702
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)	47	29	546	61	16	763
Pedestrians			5			5
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1377	581			607	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1377	581			607	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	70	94			98	
cM capacity (veh/h)	158	515			981	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	76	607	16	763
Volume Left	47	0	16	0
Volume Right	29	61	0	0
cSH	216	1700	981	1700
Volume to Capacity	0.35	0.36	0.02	0.45
Queue Length 95th (ft)	39	0	1	0
Control Delay (s)	30.5	0.0	8.7	0.0
Lane LOS	D		A	
Approach Delay (s)	30.5	0.0	0.2	
Approach LOS	D			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	43	27	502	56	15	702
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1772	1900	1900	1792
Adj Flow Rate, veh/h	47	29	546	61	16	763
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	8	8	0	6
Cap, veh/h	72	45	785	88	30	1176
Arrive On Green	0.07	0.07	0.50	0.50	0.02	0.66
Sat Flow, veh/h	1035	638	1562	175	1810	1792
Grp Volume(v), veh/h	77	0	0	607	16	763
Grp Sat Flow(s),veh/h/ln	1695	0	0	1737	1810	1792
Q Serve(g_s), s	1.3	0.0	0.0	7.8	0.3	7.4
Cycle Q Clear(g_c), s	1.3	0.0	0.0	7.8	0.3	7.4
Prop In Lane	0.61	0.38		0.10	1.00	
Lane Grp Cap(c), veh/h	119	0	0	873	30	1176
V/C Ratio(X)	0.65	0.00	0.00	0.70	0.53	0.65
Avail Cap(c_a), veh/h	638	0	0	1368	248	1903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	5.6	14.2	3.0
Incr Delay (d2), s/veh	5.8	0.0	0.0	1.0	13.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	3.8	0.2	3.6
LnGrp Delay(d),s/veh	19.1	0.0	0.0	6.6	27.9	3.6
LnGrp LOS	B			A	C	A
Approach Vol, veh/h	77		607			779
Approach Delay, s/veh	19.1		6.6			4.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.5	18.7				23.2		6.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.3	9.8				9.4		3.3
Green Ext Time (p_c), s	0.0	4.9				5.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

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

Agenda Item #5.2.

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

User approved volume balancing among the lanes for turning movement.

Existing AM Peak Hour
with Project

with signal
Existing with project AM w-signal.syn

HCM 2010 TWSC
2: SR29 & Greystone

25/10/2016

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	19	28	12	806	647	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	29	12	831	667	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1527	671	674	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	131	460	927	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	460	927	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	415	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	927	-	226	-	-
HCM Lane V/C Ratio	0.013	-	0.214	-	-
HCM Control Delay (s)	8.9	-	25.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Existing PM Peak Hour
with Project

without Signal
Existing PM with project.syn

HCM 2010 TWSC
4: SR29 & Pratt Ave 17/10/2016

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	39	30	755	50	27	662
Conflicting Peds, #/hr	5	5	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	40	31	778	52	28	682

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1547	809	0	0	835	0
Stage 1	809	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	127	384	-	-	807	-
Stage 1	441	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	382	-	-	807	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.6	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	807	-
HCM Lane V/C Ratio	-	-	0.411	0.034	-
HCM Control Delay (s)	-	-	39.6	9.6	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	39	30	755	50	27	662
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.94		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1865	1900	1900	1863
Adj Flow Rate, veh/h	40	31	778	52	28	682
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	60	47	955	64	50	1302
Arrive On Green	0.06	0.06	0.55	0.55	0.03	0.70
Sat Flow, veh/h	931	722	1726	115	1810	1863
Grp Volume(v), veh/h	72	0	0	830	28	682
Grp Sat Flow(s),veh/h/ln	1676	0	0	1841	1810	1863
Q Serve(g_s), s	1.4	0.0	0.0	12.4	0.5	5.9
Cycle Q Clear(g_c), s	1.4	0.0	0.0	12.4	0.5	5.9
Prop In Lane	0.56	0.43		0.06	1.00	
Lane Grp Cap(c), veh/h	108	0	0	1019	50	1302
V/C Ratio(X)	0.67	0.00	0.00	0.81	0.57	0.52
Avail Cap(c_a), veh/h	545	0	0	1253	214	1708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	6.1	16.2	2.4
Incr Delay (d2), s/veh	6.9	0.0	0.0	3.5	9.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	7.0	0.4	3.0
LnGrp Delay(d),s/veh	22.3	0.0	0.0	9.7	26.0	2.7
LnGrp LOS	C			A	C	A
Approach Vol, veh/h	72		830			710
Approach Delay, s/veh	22.3		9.7			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.9	22.7				27.6		6.2
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.5	14.4				7.9		3.4
Green Ext Time (p_c), s	0.0	4.3				7.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

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

Existing PM Peak Hour
with Project

with signal
Existing PM + project w-signal.syn

Agenda Item #5.2.

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	8	42	535	707	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	5	9	46	582	768	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1455	782	795	0	-	0
Stage 1	782	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	145	397	835	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	397	835	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.8	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	835	-	229	-	-
HCM Lane V/C Ratio	0.055	-	0.062	-	-
HCM Control Delay (s)	9.6	-	21.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

HCM 2010 TWSC
4: SR29 & Pratt Ave 04/11/2016

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	42	4	27	17	537	70	16	732	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	46	4	29	18	584	76	17	796	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1515	1536	799	1504	1502	627	803	0	0	665	0	0
Stage 1	834	834	-	664	664	-	-	-	-	-	-	-
Stage 2	681	702	-	840	838	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	99	117	389	101	123	487	830	-	-	934	-	-
Stage 1	365	386	-	453	461	-	-	-	-	-	-	-
Stage 2	444	443	-	363	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	112	389	93	118	485	830	-	-	934	-	-
Mov Cap-2 Maneuver	88	112	-	93	118	-	-	-	-	-	-	-
Stage 1	357	379	-	441	449	-	-	-	-	-	-	-
Stage 2	404	432	-	345	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.9	64	0.3	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	137	135	934	-	-
HCM Lane V/C Ratio	0.022	-	-	0.151	0.588	0.019	-	-
HCM Control Delay (s)	9.4	-	-	35.9	64	8.9	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	3	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 25/10/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	42	4	27	17	537	70	16	732	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1774	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	46	4	29	18	584	76	17	796	8
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	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
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	196	27	59	232	6	45	33	865	113	31	998	10
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.56	0.56	0.02	0.56	0.56
Sat Flow, veh/h	639	339	734	890	77	561	1810	1534	200	1810	1773	18
Grp Volume(v), veh/h	21	0	0	79	0	0	18	0	660	17	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	0	1529	0	0	1810	0	1734	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	0.3	0.0	9.5	0.3	0.0	12.6
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.7	0.0	0.0	0.3	0.0	9.5	0.3	0.0	12.6
Prop In Lane	0.43		0.43	0.58		0.37	1.00		0.12	1.00		0.01
Lane Grp Cap(c), veh/h	282	0	0	283	0	0	33	0	978	31	0	1008
V/C Ratio(X)	0.07	0.00	0.00	0.28	0.00	0.00	0.54	0.00	0.67	0.54	0.00	0.80
Avail Cap(c_a), veh/h	850	0	0	831	0	0	204	0	1369	204	0	1413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	15.8	0.0	0.0	17.3	0.0	5.4	17.3	0.0	6.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	13.1	0.0	0.8	13.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	0.3	0.0	4.6	0.3	0.0	6.7
LnGrp Delay(d),s/veh	15.3	0.0	0.0	16.3	0.0	0.0	30.3	0.0	6.3	30.9	0.0	8.4
LnGrp LOS	B			B			C		A	C		A
Approach Vol, veh/h		21			79			678			821	
Approach Delay, s/veh		15.3			16.3			6.9			8.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	24.0		6.8	4.6	24.0		6.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.3	11.5		2.4	2.3	14.6		3.7
Green Ext Time (p_c), s	0.0	5.9		0.2	0.0	5.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

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

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	29	43	19	837	672	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	30	44	20	863	693	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1600	698	703	0	-	0
Stage 1	698	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	118	444	904	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	115	444	904	-	-	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	206	-	-
HCM Lane V/C Ratio	0.022	-	0.36	-	-
HCM Control Delay (s)	9.1	-	32	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

HCM 2010 TWSC
4: SR29 & Pratt Ave 25/10/2016

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	37	4	30	13	792	48	28	704	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	4	16	38	4	31	13	816	49	29	726	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1679	1686	730	1671	1666	846	735	0	0	871	0	0
Stage 1	788	788	-	873	873	-	-	-	-	-	-	-
Stage 2	891	898	-	798	793	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	95	426	77	98	365	879	-	-	783	-	-
Stage 1	387	405	-	348	370	-	-	-	-	-	-	-
Stage 2	340	361	-	382	403	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	90	426	68	93	363	879	-	-	783	-	-
Mov Cap-2 Maneuver	65	90	-	68	93	-	-	-	-	-	-	-
Stage 1	381	390	-	341	363	-	-	-	-	-	-	-
Stage 2	303	354	-	350	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.4	93.4	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	142	106	783	-	-
HCM Lane V/C Ratio	0.015	-	-	0.196	0.691	0.037	-	-
HCM Control Delay (s)	9.2	-	-	36.4	93.4	9.8	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3.6	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	37	4	30	13	792	48	28	704	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1865	1900	1900	1863	1900
Adj Flow Rate, veh/h	7	4	16	38	4	31	13	816	49	29	726	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	2
Cap, veh/h	149	26	79	208	7	51	24	1002	60	50	1085	13
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.58	0.58	0.03	0.59	0.59
Sat Flow, veh/h	369	329	1015	806	85	657	1810	1739	104	1810	1836	23
Grp Volume(v), veh/h	27	0	0	73	0	0	13	0	865	29	0	735
Grp Sat Flow(s),veh/h/ln	1714	0	0	1548	0	0	1810	0	1843	1810	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.3	0.0	14.1	0.6	0.0	10.1
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.7	0.0	0.0	0.3	0.0	14.1	0.6	0.0	10.1
Prop In Lane	0.26		0.59	0.52		0.42	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	254	0	0	266	0	0	24	0	1062	50	0	1098
V/C Ratio(X)	0.11	0.00	0.00	0.27	0.00	0.00	0.53	0.00	0.81	0.58	0.00	0.67
Avail Cap(c_a), veh/h	798	0	0	776	0	0	192	0	1367	192	0	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.8	0.0	0.0	18.5	0.0	6.4	18.1	0.0	5.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.0	16.8	0.0	3.0	10.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	0.2	0.0	7.9	0.4	0.0	5.2
LnGrp Delay(d),s/veh	16.5	0.0	0.0	17.3	0.0	0.0	35.3	0.0	9.4	28.2	0.0	6.1
LnGrp LOS	B			B			D		A	C		A
Approach Vol, veh/h		27			73			878			764	
Approach Delay, s/veh		16.5			17.3			9.8			7.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	25.8		7.0	4.5	26.3		7.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	16.1		2.6	2.3	12.1		3.7
Green Ext Time (p_c), s	0.0	5.6		0.2	0.0	6.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

HCM 2010 TWSC
2: SR29 & Greystone

06/11/2016

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	6	28	536	707	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	4	7	30	583	768	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1421	778	787	0	-	0
Stage 1	778	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	152	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	400	841	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	841	-	237	-	-
HCM Lane V/C Ratio	0.036	-	0.046	-	-
HCM Control Delay (s)	9.4	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 TWSC
4: SR29 & Pratt Ave 25/10/2016

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	45	4	28	17	523	70	16	730	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	49	4	30	18	568	76	17	793	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1498	1519	797	1486	1484	612	801	0	0	650	0	0
Stage 1	832	832	-	648	648	-	-	-	-	-	-	-
Stage 2	666	687	-	838	836	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	102	120	390	104	126	497	831	-	-	946	-	-
Stage 1	366	387	-	462	469	-	-	-	-	-	-	-
Stage 2	452	450	-	364	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	90	115	390	96	121	495	831	-	-	946	-	-
Mov Cap-2 Maneuver	90	115	-	96	121	-	-	-	-	-	-	-
Stage 1	358	380	-	450	457	-	-	-	-	-	-	-
Stage 2	411	438	-	346	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.1	64.9	0.3	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	140	138	946	-	-
HCM Lane V/C Ratio	0.022	-	-	0.148	0.606	0.018	-	-
HCM Control Delay (s)	9.4	-	-	35.1	64.9	8.9	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	3.2	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 25/10/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	45	4	28	17	523	70	16	730	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1775	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	49	4	30	18	568	76	17	793	8
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	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
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	197	29	61	236	6	45	33	858	115	31	994	10
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.56	0.56	0.02	0.56	0.56
Sat Flow, veh/h	626	355	735	901	74	552	1810	1528	205	1810	1772	18
Grp Volume(v), veh/h	21	0	0	83	0	0	18	0	644	17	0	801
Grp Sat Flow(s),veh/h/ln	1716	0	0	1526	0	0	1810	0	1733	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.3	0.0	9.2	0.3	0.0	12.6
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.8	0.0	0.0	0.3	0.0	9.2	0.3	0.0	12.6
Prop In Lane	0.43		0.43	0.59		0.36	1.00		0.12	1.00		0.01
Lane Grp Cap(c), veh/h	287	0	0	287	0	0	33	0	973	31	0	1004
V/C Ratio(X)	0.07	0.00	0.00	0.29	0.00	0.00	0.54	0.00	0.66	0.54	0.00	0.80
Avail Cap(c_a), veh/h	851	0	0	832	0	0	204	0	1369	204	0	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	15.7	0.0	0.0	17.2	0.0	5.4	17.3	0.0	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	13.1	0.0	0.8	13.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	0.3	0.0	4.5	0.3	0.0	6.6
LnGrp Delay(d),s/veh	15.2	0.0	0.0	16.3	0.0	0.0	30.3	0.0	6.2	30.9	0.0	8.4
LnGrp LOS	B			B			C		A	C		A
Approach Vol, veh/h		21			83			662			818	
Approach Delay, s/veh		15.2			16.3			6.9			8.9	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	23.9		6.9	4.6	23.9		6.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.3	11.2		2.4	2.3	14.6		3.8
Green Ext Time (p_c), s	0.0	5.8		0.2	0.0	5.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

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

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	19	28	12	838	672	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	29	12	864	693	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1585	696	700	0	-	0
Stage 1	696	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	120	445	906	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	445	906	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	906	-	210	-	-
HCM Lane V/C Ratio	0.014	-	0.231	-	-
HCM Control Delay (s)	9	-	27.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

HCM 2010 TWSC
4: SR29 & Pratt Ave

22/06/2016

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	40	4	31	13	785	52	28	689	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	4	16	41	4	32	13	809	54	29	710	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1659	1668	715	1651	1645	841	720	0	0	868	0	0
Stage 1	773	773	-	868	868	-	-	-	-	-	-	-
Stage 2	886	895	-	783	777	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	97	434	80	101	368	891	-	-	785	-	-
Stage 1	395	412	-	350	372	-	-	-	-	-	-	-
Stage 2	342	362	-	390	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	92	434	71	95	366	891	-	-	785	-	-
Mov Cap-2 Maneuver	67	92	-	71	95	-	-	-	-	-	-	-
Stage 1	389	397	-	343	365	-	-	-	-	-	-	-
Stage 2	304	355	-	358	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.4	94.4	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	146	109	785	-	-
HCM Lane V/C Ratio	0.015	-	-	0.191	0.709	0.037	-	-
HCM Control Delay (s)	9.1	-	-	35.4	94.4	9.8	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3.8	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	40	4	31	13	785	52	28	689	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1865	1900	1900	1863	1900
Adj Flow Rate, veh/h	7	4	16	41	4	32	13	809	54	29	710	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	2
Cap, veh/h	149	27	81	212	6	51	24	992	66	50	1081	14
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.57	0.57	0.03	0.59	0.59
Sat Flow, veh/h	364	336	1018	822	80	642	1810	1726	115	1810	1836	23
Grp Volume(v), veh/h	27	0	0	77	0	0	13	0	863	29	0	719
Grp Sat Flow(s),veh/h/ln	1719	0	0	1545	0	0	1810	0	1841	1810	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.3	0.0	14.2	0.6	0.0	9.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.8	0.0	0.0	0.3	0.0	14.2	0.6	0.0	9.8
Prop In Lane	0.26		0.59	0.53		0.42	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	257	0	0	269	0	0	24	0	1058	50	0	1095
V/C Ratio(X)	0.11	0.00	0.00	0.29	0.00	0.00	0.53	0.00	0.82	0.58	0.00	0.66
Avail Cap(c_a), veh/h	799	0	0	777	0	0	192	0	1365	192	0	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	16.8	0.0	0.0	18.5	0.0	6.4	18.1	0.0	5.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.0	16.8	0.0	3.1	10.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	0.2	0.0	7.9	0.4	0.0	5.0
LnGrp Delay(d),s/veh	16.4	0.0	0.0	17.3	0.0	0.0	35.3	0.0	9.5	28.2	0.0	6.0
LnGrp LOS	B			B			D		A	C		A
Approach Vol, veh/h		27			77			876			748	
Approach Delay, s/veh		16.4			17.3			9.9			6.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	25.7		7.0	4.5	26.2		7.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	16.2		2.6	2.3	11.8		3.8
Green Ext Time (p_c), s	0.0	5.5		0.2	0.0	6.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	5	8	42	784	957	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	5	9	45	834	1018	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1954	1031	1044	0	-	0
Stage 1	1031	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	71	286	674	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	286	674	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.4	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	674	-	125	-	-
HCM Lane V/C Ratio	0.066	-	0.111	-	-
HCM Control Delay (s)	10.7	-	37.4	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	23

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	60	4	20	17	785	70	20	980	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	64	4	21	18	835	74	21	1043	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2015	2040	1046	2009	2007	877	1050	0	0	915	0	0
Stage 1	1089	1089	-	914	914	-	-	-	-	-	-	-
Stage 2	926	951	-	1095	1093	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	44	57	280	~ 45	60	351	671	-	-	754	-	-
Stage 1	263	294	-	330	355	-	-	-	-	-	-	-
Stage 2	325	341	-	261	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	54	280	~ 40	57	350	671	-	-	754	-	-
Mov Cap-2 Maneuver	37	54	-	~ 40	57	-	-	-	-	-	-	-
Stage 1	256	286	-	320	344	-	-	-	-	-	-	-
Stage 2	293	330	-	243	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.1	$ 518.2	0.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	671	-	-	63	52	754	-	-
HCM Lane V/C Ratio	0.027	-	-	0.321	1.718	0.028	-	-
HCM Control Delay (s)	10.5	-	-	87.1	$ 518.2	9.9	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	8.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	60	4	20	17	785	70	20	980	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1770	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	64	4	21	18	835	74	21	1043	7
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	142	44	64	216	6	31	32	1051	93	37	1174	8
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.66	0.66	0.02	0.66	0.66
Sat Flow, veh/h	476	501	733	1083	68	355	1810	1599	142	1810	1779	12
Grp Volume(v), veh/h	21	0	0	89	0	0	18	0	909	21	0	1050
Grp Sat Flow(s),veh/h/ln	1709	0	0	1506	0	0	1810	0	1741	1810	0	1791
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.5	0.0	19.1	0.6	0.0	24.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.9	0.0	0.0	0.5	0.0	19.1	0.6	0.0	24.6
Prop In Lane	0.43		0.43	0.72		0.24	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	250	0	0	253	0	0	32	0	1144	37	0	1182
V/C Ratio(X)	0.08	0.00	0.00	0.35	0.00	0.00	0.56	0.00	0.79	0.57	0.00	0.89
Avail Cap(c_a), veh/h	599	0	0	584	0	0	142	0	1299	142	0	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	22.5	0.0	0.0	24.8	0.0	6.3	24.7	0.0	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	14.6	0.0	3.1	13.5	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	9.8	0.4	0.0	14.0
LnGrp Delay(d),s/veh	21.6	0.0	0.0	23.3	0.0	0.0	39.4	0.0	9.4	38.2	0.0	14.2
LnGrp LOS	C			C			D		A	D		B
Approach Vol, veh/h		21			89			927			1071	
Approach Delay, s/veh		21.6			23.3			10.0			14.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	37.5		8.4	4.9	37.6		8.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	21.1		2.6	2.5	26.6		4.9
Green Ext Time (p_c), s	0.0	9.1		0.2	0.0	7.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

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

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	29	43	19	1115	895	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	30	44	19	1138	913	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2095	918	923	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	1177	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	58	332	748	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	332	748	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.7	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	748	-	113	-	-
HCM Lane V/C Ratio	0.026	-	0.65	-	-
HCM Control Delay (s)	9.9	-	82.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	34

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	60	4	20	13	1090	55	25	925	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	7	4	16	61	4	20	13	1112	56	26	944	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2183	2199	948	2182	2176	1145	953	0	0	1173	0	0
Stage 1	999	999	-	1172	1172	-	-	-	-	-	-	-
Stage 2	1184	1200	-	1010	1004	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	33	45	319	~ 34	47	245	729	-	-	603	-	-
Stage 1	296	324	-	237	269	-	-	-	-	-	-	-
Stage 2	233	261	-	292	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	42	319	~ 28	44	244	729	-	-	603	-	-
Mov Cap-2 Maneuver	27	42	-	~ 28	44	-	-	-	-	-	-	-
Stage 1	291	310	-	232	263	-	-	-	-	-	-	-
Stage 2	206	255	-	262	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	92.1	$ 867	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	729	-	-	67	36	603	-	-
HCM Lane V/C Ratio	0.018	-	-	0.411	2.381	0.042	-	-
HCM Control Delay (s)	10	-	-	92.1	$ 867	11.2	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	9.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	60	4	20	13	1090	55	25	925	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1766	1900	1900	1793	1900
Adj Flow Rate, veh/h	7	4	16	61	4	20	13	1112	56	26	944	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	104	36	85	201	7	30	24	1128	57	43	1221	12
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.68	0.68	0.02	0.69	0.69
Sat Flow, veh/h	270	424	1009	1073	87	357	1810	1665	84	1810	1774	17
Grp Volume(v), veh/h	27	0	0	85	0	0	13	0	1168	26	0	953
Grp Sat Flow(s),veh/h/ln	1703	0	0	1517	0	0	1810	0	1748	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.4	0.0	36.3	0.8	0.0	19.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	3.0	0.0	0.0	0.4	0.0	36.3	0.8	0.0	19.9
Prop In Lane	0.26		0.59	0.72		0.24	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	225	0	0	238	0	0	24	0	1185	43	0	1233
V/C Ratio(X)	0.12	0.00	0.00	0.36	0.00	0.00	0.55	0.00	0.99	0.60	0.00	0.77
Avail Cap(c_a), veh/h	542	0	0	530	0	0	129	0	1185	129	0	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	0.0	24.8	0.0	0.0	27.5	0.0	8.8	27.1	0.0	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.0	18.4	0.0	22.6	12.9	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.3	0.0	0.0	0.3	0.0	24.3	0.6	0.0	10.6
LnGrp Delay(d),s/veh	24.1	0.0	0.0	25.7	0.0	0.0	45.9	0.0	31.4	40.0	0.0	8.9
LnGrp LOS	C			C			D		C	D		A
Approach Vol, veh/h		27			85			1181			979	
Approach Delay, s/veh		24.1			25.7			31.5			9.8	
Approach LOS		C			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	42.0		8.7	4.7	42.6		8.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.8	38.3		2.8	2.4	21.9		5.0
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	9.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Notes

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

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	4	6	28	785	957	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	4	6	30	835	1018	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1922	1027	1036	0	-	0
Stage 1	1027	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	75	287	679	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	287	679	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	679	-	131	-	-
HCM Lane V/C Ratio	0.044	-	0.081	-	-
HCM Control Delay (s)	10.5	-	34.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection												
Int Delay, s/veh	24.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	63	4	21	17	771	70	20	978	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	67	4	22	18	820	74	21	1040	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1999	2023	1044	1992	1989	862	1048	0	0	900	0	0
Stage 1	1087	1087	-	899	899	-	-	-	-	-	-	-
Stage 2	912	936	-	1093	1090	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	45	59	281	~ 46	62	358	672	-	-	763	-	-
Stage 1	264	295	-	336	360	-	-	-	-	-	-	-
Stage 2	331	346	-	262	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	56	281	~ 41	58	357	672	-	-	763	-	-
Mov Cap-2 Maneuver	38	56	-	~ 41	58	-	-	-	-	-	-	-
Stage 1	257	287	-	326	349	-	-	-	-	-	-	-
Stage 2	298	335	-	244	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.6	$ 534.7	0.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	65	53	763	-	-
HCM Lane V/C Ratio	0.027	-	-	0.311	1.766	0.028	-	-
HCM Control Delay (s)	10.5	-	-	83.3	$ 534.7	9.9	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	9	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	63	4	21	17	771	70	20	978	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1770	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	67	4	22	18	820	74	21	1040	7
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	142	46	66	219	6	32	32	1045	94	37	1169	8
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.65	0.65	0.02	0.66	0.66
Sat Flow, veh/h	463	514	733	1083	66	356	1810	1597	144	1810	1779	12
Grp Volume(v), veh/h	21	0	0	93	0	0	18	0	894	21	0	1047
Grp Sat Flow(s),veh/h/ln	1710	0	0	1504	0	0	1810	0	1741	1810	0	1791
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	0.5	0.0	18.6	0.6	0.0	24.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.0	0.0	0.0	0.5	0.0	18.6	0.6	0.0	24.6
Prop In Lane	0.43		0.43	0.72		0.24	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	255	0	0	257	0	0	32	0	1140	37	0	1177
V/C Ratio(X)	0.08	0.00	0.00	0.36	0.00	0.00	0.56	0.00	0.78	0.58	0.00	0.89
Avail Cap(c_a), veh/h	597	0	0	582	0	0	142	0	1295	142	0	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	22.5	0.0	0.0	24.9	0.0	6.3	24.8	0.0	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.9	0.0	0.0	14.6	0.0	2.9	13.5	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	9.6	0.4	0.0	14.0
LnGrp Delay(d),s/veh	21.5	0.0	0.0	23.3	0.0	0.0	39.5	0.0	9.1	38.3	0.0	14.4
LnGrp LOS	C			C			D		A	D		B
Approach Vol, veh/h		21			93			912			1068	
Approach Delay, s/veh		21.5			23.3			9.7			14.8	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	37.5		8.6	4.9	37.6		8.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	20.6		2.6	2.5	26.6		5.0
Green Ext Time (p_c), s	0.0	9.1		0.2	0.0	6.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

HCM 2010 TWSC
2: SR29 & Greystone

22/06/2016

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	19	28	12	1116	895	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	8	6	0
Mvmt Flow	19	29	12	1139	913	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2080	917	920	0	-	0
Stage 1	917	-	-	-	-	-
Stage 2	1163	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	59	332	750	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	332	750	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	57.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	750	-	114	-	-
HCM Lane V/C Ratio	0.016	-	0.421	-	-
HCM Control Delay (s)	9.9	-	57.8	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	36.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	63	4	21	13	1083	59	25	910	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	7	4	16	64	4	21	13	1105	60	26	929	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2163	2181	933	2161	2156	1140	938	0	0	1170	0	0
Stage 1	984	984	-	1167	1167	-	-	-	-	-	-	-
Stage 2	1179	1197	-	994	989	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	35	47	325	~ 35	48	247	739	-	-	604	-	-
Stage 1	302	329	-	238	270	-	-	-	-	-	-	-
Stage 2	234	261	-	298	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	44	325	~ 29	45	246	739	-	-	604	-	-
Mov Cap-2 Maneuver	28	44	-	~ 29	45	-	-	-	-	-	-	-
Stage 1	297	315	-	233	264	-	-	-	-	-	-	-
Stage 2	207	255	-	267	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	88.3	$ 880.9	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	69	37	604	-	-
HCM Lane V/C Ratio	0.018	-	-	0.399	2.427	0.042	-	-
HCM Control Delay (s)	10	-	-	88.3	$ 880.9	11.2	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	10	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	63	4	21	13	1083	59	25	910	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1766	1900	1900	1793	1900
Adj Flow Rate, veh/h	7	4	16	64	4	21	13	1105	60	26	929	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	104	38	88	203	8	31	24	1120	61	43	1217	12
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.68	0.68	0.02	0.69	0.69
Sat Flow, veh/h	263	431	1009	1067	90	357	1810	1658	90	1810	1773	17
Grp Volume(v), veh/h	27	0	0	89	0	0	13	0	1165	26	0	938
Grp Sat Flow(s),veh/h/ln	1703	0	0	1514	0	0	1810	0	1748	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.4	0.0	36.5	0.8	0.0	19.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	3.1	0.0	0.0	0.4	0.0	36.5	0.8	0.0	19.4
Prop In Lane	0.26		0.59	0.72		0.24	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	230	0	0	243	0	0	24	0	1180	43	0	1228
V/C Ratio(X)	0.12	0.00	0.00	0.37	0.00	0.00	0.55	0.00	0.99	0.61	0.00	0.76
Avail Cap(c_a), veh/h	541	0	0	528	0	0	129	0	1180	129	0	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	24.8	0.0	0.0	27.6	0.0	8.9	27.2	0.0	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.0	18.4	0.0	23.3	12.9	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.4	0.0	0.0	0.3	0.0	24.5	0.6	0.0	10.9
LnGrp Delay(d),s/veh	24.0	0.0	0.0	25.7	0.0	0.0	46.0	0.0	32.1	40.1	0.0	10.4
LnGrp LOS	C			C			D		C	D		B
Approach Vol, veh/h		27			89			1178			964	
Approach Delay, s/veh		24.0			25.7			32.3			11.2	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	42.0		8.9	4.7	42.6		8.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.8	38.5		2.8	2.4	21.4		5.1
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	10.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Notes

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

Agenda Item #5.2.

SIGNAL WARRANTS

Appendix

SIGNAL WARRANT DEFINITIONS
(California Manual on Uniform Traffic Control Devices[·])

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then the criteria for Warrant 1 is satisfied and Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then the criteria for Warrant 1 is satisfied and the combination of Conditions A and B is not needed.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 64 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

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[·] FHWA's MUTCD 2014 edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 64 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.04 Warrant 3, Peak Hour

Support:

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 64 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to satisfy the criteria in the second category of the Standard.

Section 4C.08 Warrant 7, Crash Experience

Support:

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Source: California MUTCD, Chapter 4C – Traffic Control Signal Needs Studies

Table A-1

S.R.29-128 (Main Street)/PRATT AVENUE INTERSECTION SIGNAL WARRANT #1 EVALUATION

8 HIGHEST TRAFFIC VOLUME HOURS

EXISTING SUMMER VOLUMES

	4:00-5:00 PM	3:00-4:00 PM	5:00-6:00 PM	2:00-3:00 PM	1:00-2:00 PM	Noon-1:00 PM	10:00 – 11:00 AM	8:00 – 9:00 AM
Sum of S.R.29-128 (Main Street) Approaches	1345	1288	1281	1143	1142	1035	1035	1005
Pratt Avenue Approach	84	91	51	72	57	69	51	64

EXISTING SUMMER + PROJECT VOLUMES

	4:00-5:00 PM	3:00-4:00 PM	5:00-6:00 PM	2:00-3:00 PM	1:00-2:00 PM	Noon-1:00 PM	10:00 – 11:00 AM	8:00 – 9:00 AM
Sum of S.R.29-128 (Main Street) Approaches	1345	1288	1281	1143	1142	1035	1035	1005
Pratt Avenue Approach	88	95	55	76	61	73	55	68

YEAR 2018 VOLUMES
(The Pratt Avenue approach shows the additional Las Alcobas Hotel volumes: 4 westbound vehicles)

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	1418	1359	1351	1209	1209	1096	1096	1065
Pratt Avenue Approach	88	95	55	72	57	69	51	64

YEAR 2018 + PROJECT VOLUMES
(The Project adds an additional 4 westbound vehicles to the Pratt Avenue Approach)

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	1397	1338	1330	1188	1193	1075	1080	1044
Pratt Avenue Approach	92	99	59	76	61	73	55	69

YEAR 2035 VOLUMES

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	2078	1991	1980	1773	1847	1745	1745	1561
Pratt Avenue Approach	88	95	55	72	57	69	51	64

YEAR 2035 + PROJECT VOLUMES
(The Project adds an additional 4 westbound vehicles to the Pratt Avenue Approach)

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	2149	1970	1959	1752	1831	1724	1729	1540
Pratt Avenue Approach	92	99	59	76	61	73	55	69

WARRANT #1 VOLUME CRITERIA LEVELS
SINGLE LANE MAJOR STREET APPROACHES AND
SINGLE LANE SIDE STREET APPROACH

	CONDITION A MINIMUM VOLUME @ 100%	**CONDITION B INTERRUPTION OF CONTINUOUS TRAFFIC @ 100%**
Total Major Street Approaches	500	750
Minor Street Approach	150	75

	CONDITION A MINIMUM VOLUME @ 80%	CONDITION B INTERRUPTION OF CONTINUOUS TRAFFIC @ 80%
Total of Major Street Approaches	400	600
Minor Street Approach	120	60

Source: California MUTCD, Chapter 4C – Traffic Control Signal Needs Studies (see Table 4C-1, below)
Compiled by Crane Transportation Group

Appendix

California MUTCD Table 4C-1

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Condition A – Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1……	1…….	**500**	**400**	350	280	**150**	**120**	105	84
2 or more	1…….	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1……	2 or more	500	400	350	280	200	160	140	112

Condition B – Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1……	1…….	**750**	**600**	525	420	**75**	**60**	53	42
2 or more	1…….	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1……	2 or more	750	600	525	420	100	80	70	56

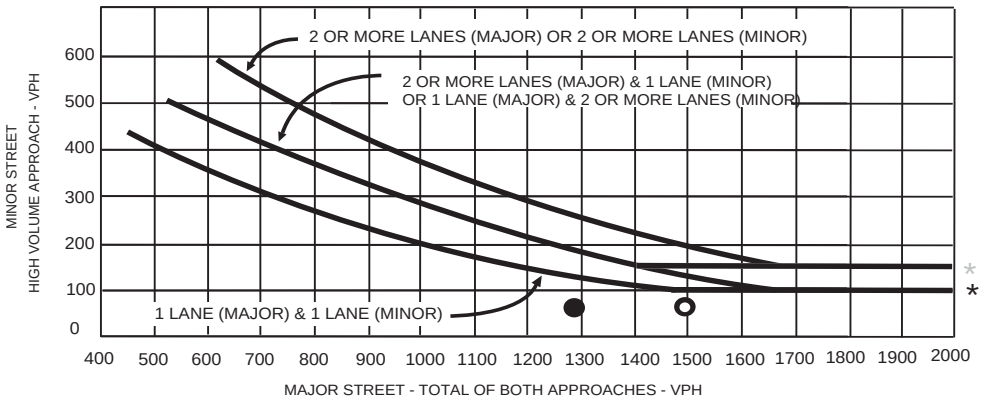
a. Basic minimum hourly volume.
b Used for combination of Conditions A and B after adequate trial of other remedial measures.
c May be used when the major-street speed exceeds 64 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.
d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 64 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.

Source: California MUTCD, Chapter 4C – Traffic Control Signal Needs Studies

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2016 Weekday AM Peak Hour with Project	2016 Weekday PM Peak Hour with Project
● 71 vehicles minor approach 1285 vehicles major approaches	○ 70 vehicles minor approach 1493 vehicles major approaches

* NOTE

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

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

CRANE TRANSPORTATION GROUP

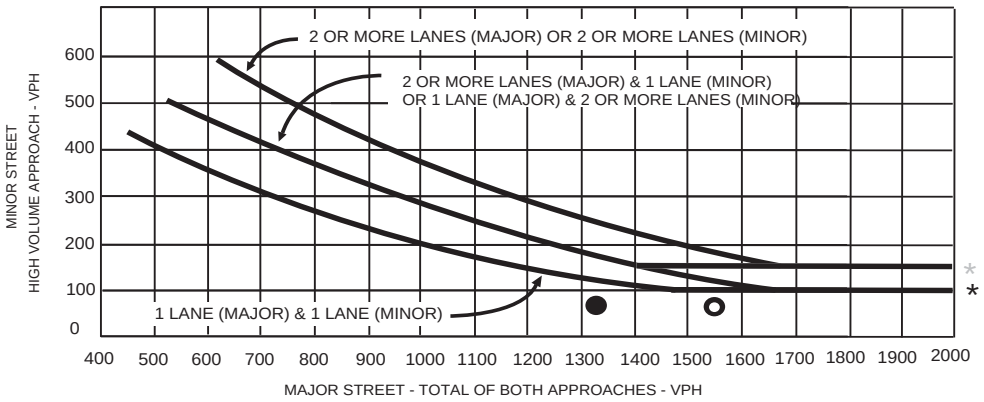
Appendix Figure 1

Pratt Ave/Main St (SR29-128)
Existing AM and PM With Project
Signal Warrant #3

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2018 Weekday AM Peak Hour with Project	2018 Weekday PM Peak Hour with Project
74 vehicles minor approach	72 vehicles minor approach
1337 vehicles major approaches	1554 vehicles major approaches

* NOTE

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

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

CRANE TRANSPORTATION GROUP

Appendix Figure 2

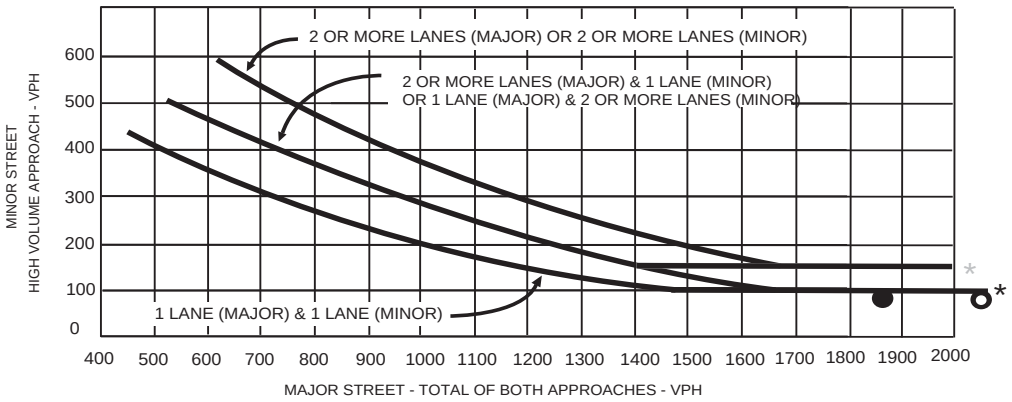
Pratt Ave/Main St (SR29-128)
2018 AM and PM With Project
Signal Warrant #3

Agenda Item #5.2.

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2035 Weekday AM Peak Hour with Project	2035 Weekday PM Peak Hour with Project
89 vehicles minor approach	89 vehicles minor approach
1873 vehicles major approaches	2099 vehicles major approaches

* NOTE

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

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

CRANE TRANSPORTATION GROUP

Appendix Figure 3

Pratt Ave/Main St (SR29-128)
2035 AM and PM With Project
Signal Warrant #3

Agenda Item #5.2.

8 HOURS TRAFFIC COUNT DATA

File Name: 16-7596-001 Pratt Ave & SR 29
Start Date: 9/1/16
Start Time:
Site Code:
Comment 1: City of St Helena
Comment 2: All Vehicles & Uturns On Unshifted
Comment 3: Bikes & Peds On Bank 1
Comment 4: Heavy Trucks On Bank 2

	Southbound				Westbound				Northbound				Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM																	0
12:15 AM																	0
12:30 AM																	0
12:45 AM																	0
1:00 AM																	0
1:15 AM																	0
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7:15 AM																	0
7:30 AM																	0
7:45 AM																	274
8:00 AM																	766
8:15 AM																	766
8:30 AM	2	119	0	0	4	1	8	1	0	133	6	0	0	1	0	0	1079
8:45 AM	6	128	0	0	6	0	2	0	0	112	11	0	0	0	0	0	1096
9:00 AM	3	115	0	0	8	0	6	0	1	119	6	0	0	1	0	0	1065
9:15 AM	3	102	0	0	7	0	4	0	0	119	6	0	0	0	0	0	1041
9:30 AM	8	123	0	0	5	0	12	0	2	130	8	0	0	0	1	0	1069
9:45 AM	4	97	0	0	5	0	7	0	1	116	5	0	0	0	0	0	1071
10:00 AM	3	120	0	0	8	0	10	0	0	122	9	0	0	1	0	0	1068
10:15 AM	6	107	0	0	9	1	4	0	0	136	6	0	0	1	0	0	1056
10:30 AM	2	142	0	0	7	0	4	0	1	124	12	0	0	0	2	0	976
10:45 AM	7	115	1	0	6	0	4	0	2	116	9	0	0	0	0	0	902
11:00 AM	2	103	0	0	4	0	4	0	1	108	8	0	0	0	0	0	911
11:15 AM	0	93	0	0	10	0	1	0	1	92	1	0	0	0	2	0	967
11:30 AM	10	91	0	0	7	0	4	0	1	109	6	0	0	0	0	0	1089
11:45 AM	6	127	0	0	7	1	6	0	0	130	16	1	0	1	2	0	1114
12:00 PM	8	122	0	0	12	0	6	0	3	117	15	1	0	0	2	0	1107
12:15 PM	6	132	0	0	9	0	10	0	0	137	14	0	0	0	0	0	1117
12:30 PM	7	102	0	0	10	0	14	0	1	111	10	0	0	0	0	0	1114
12:45 PM	6	118	0	0	7	0	8	1	2	135	11	1	0	0	1	0	1179
1:00 PM	3	121	0	0	11	0	4	0	0	139	8	0	0	1	1	0	1203
1:15 PM	6	119	0	0	8	0	5	0	0	135	10	0	0	0	1	0	1193
1:30 PM	10	125	0	0	8	0	7	0	2	142	4	0	1	0	0	0	960
1:45 PM	11	144	0	0	4	1	7	0	0	134	9	0	0	1	0	0	1201
2:00 PM	6	150	0	0	12	0	9	0	1	142	7	0	2	0	0	0	1218
2:15 PM	10	125	0	0	8	0	7	0	2	142	4	0	1	0	0	0	960
2:30 PM	9	139	0	0	8	0	6	0	0	152	10	0	0	0	0	0	641
2:45 PM	7	127	0	0	9	0	14	0	0	148	13	0	0	0	0	0	318
3:00 PM																	0
3:15 PM																	0
3:30 PM																	0
3:45 PM																	0
4:00 PM																	0
4:15 PM																	0
4:30 PM																	0
4:45 PM																	0
5:00 PM																	0
5:15 PM																	266
5:30 PM																	529
5:45 PM																	529
6:00 PM	3	123	0	0	6	0	4	0	0	145	4	0	0	1	0	0	633
6:15 PM	4	87	0	0	6	0	2	0	0	139	6	0	0	0	0	0	642
6:30 PM	4	89	0	0	2	0	3	0	0	127	6	0	0	0	0	0	398
6:45 PM	3	66	0	0	4	0	1	0	0	90	6	0	0	0	0	0	188
7:00 PM																	0
7:15 PM																	0
7:30 PM																	0
7:45 PM																	0
8:00 PM																	0
8:15 PM																	0
8:30 PM																	0
8:45 PM																	0
9:00 PM																	0
9:15 PM																	0
9:30 PM																	0
9:45 PM																	0
10:00 PM																	0
10:15 PM																	0
10:30 PM																	0
10:45 PM																	0
11:00 PM																	0
11:15 PM																	0
11:30 PM																	0
11:45 PM																	0

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	Southbound					Westbound					Northbound					Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	3	96	0	0	99	1	1	6	0	8	3	70	6	0	79	2	2	1	0	5	191	0
7:15	4	104	0	0	108	3	1	2	0	6	1	90	3	0	94	0	0	0	0	0	208	0
7:30	6	120	0	0	126	8	0	7	0	15	0	93	6	0	99	0	0	0	0	0	240	0
7:45	5	122	1	0	128	1	0	5	0	6	1	87	7	0	95	2	1	0	0	3	232	0
Total	18	442	1	0	461	13	2	20	0	35	5	340	22	0	367	4	3	1	0	8	871	0
8:00	8	135	0	0	143	8	0	3	0	11	1	90	9	0	100	1	0	0	0	1	255	0
8:15	1	133	0	0	134	6	1	10	0	17	0	90	5	0	95	0	0	1	0	1	247	0
8:30	6	130	0	0	136	12	0	10	0	22	1	98	10	0	109	2	0	0	0	2	269	0
8:45	5	174	0	0	179	10	0	4	0	14	2	102	5	0	109	1	0	1	0	2	304	0
Total	20	572	0	0	592	36	1	27	0	64	4	380	29	0	413	4	0	2	0	6	1075	0
14:30	9	137	0	0	146	6	0	13	0	19	0	171	10	0	181	0	0	0	0	0	346	0
14:45	11	138	0	0	149	13	0	12	0	25	0	172	11	0	183	0	0	1	0	1	358	0
15:00	9	116	0	0	125	11	0	17	0	28	0	164	14	0	178	0	1	0	0	1	332	0
15:15	10	125	1	0	136	5	2	18	0	25	1	183	18	0	202	0	1	0	0	1	364	0
Total	39	516	1	0	556	35	2	60	0	97	1	690	53	0	744	0	2	1	0	3	1400	0
15:30	14	95	0	0	109	4	0	10	0	14	1	194	17	0	212	0	3	0	0	3	338	0
15:45	7	113	1	0	121	5	0	19	0	24	0	183	22	0	205	0	0	0	0	0	350	0
16:00	13	106	0	0	119	8	1	14	0	23	0	200	16	0	216	0	0	1	0	1	359	0
16:15	8	136	0	0	144	9	0	24	0	33	0	217	11	0	228	0	0	1	0	1	406	0
Total	42	450	1	0	493	26	1	67	0	94	1	794	66	0	861	0	3	2	0	5	1453	0
16:30	9	128	0	0	137	6	0	12	0	18	0	157	11	0	168	0	0	0	0	0	323	0
16:45	6	143	0	0	149	8	0	2	0	10	0	174	10	0	184	0	1	0	0	1	344	0
17:00	5	141	0	0	146	5	0	4	0	9	0	216	19	0	235	0	0	0	0	0	390	0
17:15	10	106	0	0	116	9	0	5	0	14	2	183	9	0	194	0	0	0	0	0	324	0
Total	30	518	0	0	548	28	0	23	0	51	2	730	49	0	781	0	1	0	0	1	1381	0
17:30	2	106	0	0	108	7	0	10	0	17	0	177	18	0	195	0	0	0	0	0	320	0
17:45	4	107	0	1	112	6	0	4	1	11	0	171	4	0	175	0	0	0	0	0	298	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	213	0	1	220	13	0	14	1	28	0	348	22	0	370	0	0	0	0	0	618	2
Grand Total	155	2711	3	1	2870	151	6	211	1	369	13	3282	241	0	3536	8	9	6	0	23	6798	2
Apprch %	5.4%	94.5%	0.1%	0.0%		40.9%	1.6%	57.2%	0.3%		0.4%	92.8%	6.8%	0.0%		34.8%	39.1%	26.1%	0.0%			
Total %	2.3%	39.9%	0.0%	0.0%	42.2%	2.2%	0.1%	3.1%	0.0%	5.4%	0.2%	48.3%	3.5%	0.0%	52.0%	0.1%	0.1%	0.1%	0.0%	0.3%	100.0%	

AM PEAK HOUR	Southbound					Westbound					Northbound					Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	8	135	0	0	143	8	0	3	0	11	1	90	9	0	100	1	0	0	0	1	255	
8:15	1	133	0	0	134	6	1	10	0	17	0	90	5	0	95	0	0	1	0	1	247	
8:30	6	130	0	0	136	12	0	10	0	22	1	98	10	0	109	2	0	0	0	2	269	
8:45	5	174	0	0	179	10	0	4	0	14	2	102	5	0	109	1	0	1	0	2	304	
Total Volume	20	572	0	0	592	36	1	27	0	64	4	380	29	0	413	4	0	2	0	6	1075	
% App Total	3.4%	96.6%	0.0%	0.0%		56.3%	1.6%	42.2%	0.0%		1.0%	92.0%	7.0%	0.0%		66.7%	0.0%	33.3%	0.0%			
PHF	.625	.822	.000	.000	.827	.750	.250	.675	.000	.727	.500	.931	.725	.000	.947	.500	.000	.500	.000	.750	.884	

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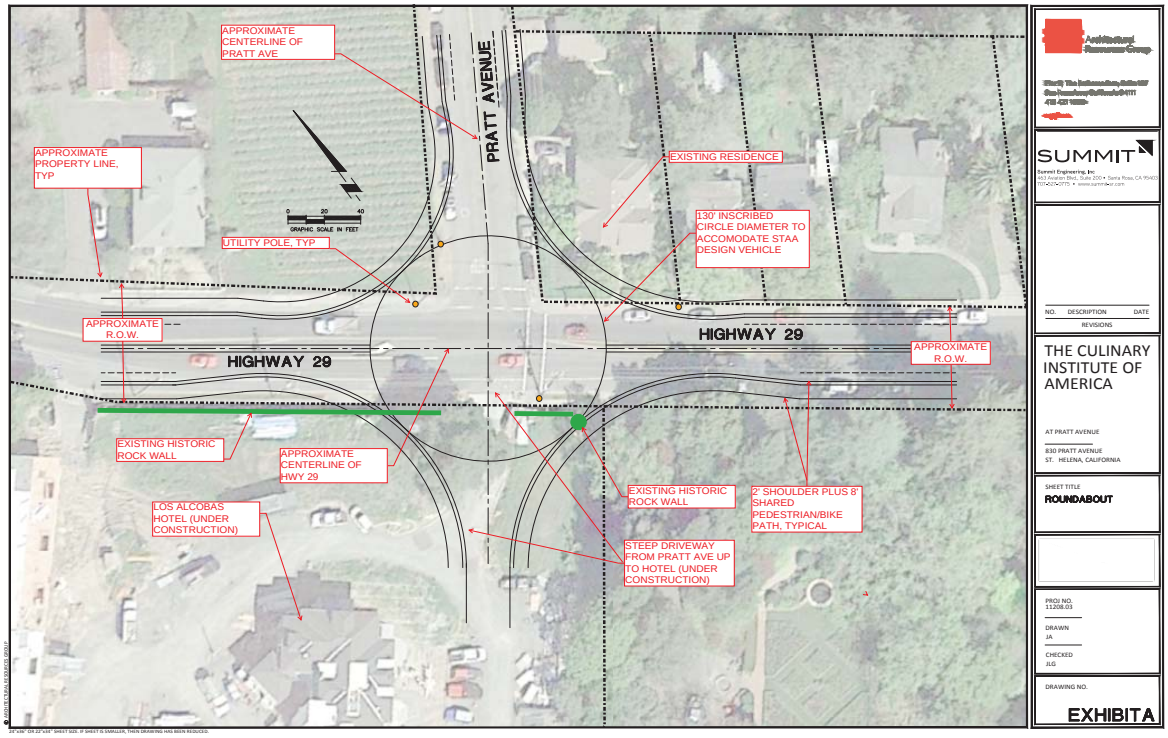
ACCIDENT DATA

St. Helena Police Department
Collision Data
Main St/Pratt Ave

Case #	Date	Time	Location	# of V's involved	Damage	Minor injuries	Major injuries	Fatal injuries	DUI involved	Type of Collision	PCF	Details
12-0771	10/14/2012	1024	MAIN ST/PRATT AV	2	2 - Major	0	0	0	F	Broadside	22107	U-turn
13-0394	06/06/2013	1640	MAIN ST/PRATT AV	2	1 - Moderate, 1 - Mod/Major	0	0	0	F	Broadside	22106	Attempting u-turn after realizing they passed Beringer and pulled over
13-0482	07/10/2013	615	MAIN ST/PRATT AV	1	1 - Major	0	0	0	F	Hit object	22107	Distracted by child in V, drifted to right into a tree at beginning of tree tunnel
14-0106	02/20/2014	904	MAIN ST/PRATT AV	2	2 - Moderate	0	0	0	F	Side Swipe	22107	V N/B Main turned onto E/B Pratt, sideswipped V waiting on Pratt
14-0512	08/07/2014	758	MAIN ST/PRATT AV	2	1 - Moderate, 1 Major	0	0	0	F	Broadside	21802(a)	V W/B Pratt turning N/B Main, view blocked by hedge, pulled out when unsafe
15-0497	08/11/2015	1236	MAIN ST/PRATT AV	2	2 - Minor	0	0	0	F	Side Swipe	21750(a)	Attempted to pass illegally and clipped front corner of vehicle
11-0673	10/21/11	1818	MAIN ST/PRATT AV	2	Unknown	0	0	0	F	Unknown	Unknown	Record Purged
11-0982	12/2/11	1449	MAIN ST/PRATT AV	3	Unknown	0	0	0	F	Unknown	Unknown	Record Purged
11-0983	12/2/11	1524	MAIN ST/PRATT AV	2	Unknown	0	0	0	F	Unknown	Unknown	Record Purged


APPROXIMATE CENTERLINE OF PRATT AVE
PRATT AVENUE
APPROXIMATE PROPERTY LINE, TYP
EXISTING RESIDENCE
130' INSCRIBED CIRCLE DIAMETER TO ACCOMODATE STAA DESIGN VEHICLE
UTILITY POLE, TYP
0 20 40
GRAPHIC SCALE IN FEET
APPROXIMATE R.O.W.
HIGHWAY 29
HIGHWAY 29
APPROXIMATE R.O.W.
EXISTING HISTORIC ROCK WALL
APPROXIMATE CENTERLINE OF HWY 29
LOS ALCOBAS HOTEL (UNDER CONSTRUCTION)
EXISTING HISTORIC ROCK WALL
2' SHOULDER PLUS 8' SHARED PEDESTRIAN/BIKE PATH, TYPICAL
STEEP DRIVEWAY FROM PRATT AVE UP TO HOTEL (UNDER CONSTRUCTION)
SUMMIT
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
SHEET TITLE
ROUNDABOUT
PROJ NO.
11208.03
DRAWN
JA
CHECKED
JLG
DRAWING NO.
EXHIBIT A

Appendix Table A
CULINARY INSTITUTE OF AMERICA - GREYSTONE
EXISTING WEEKDAY TRIP GENERATION AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN PROJECT) 6:00 AM to 3:00 PM; "With Master Plan Project" reductions are shown in bold text

	6:00-7:00 AM		7:00-8:00 AM		8:00 – 9 :-00 AM		9:00 – 10:00 AM		10:00 – 11:00 AM		11:00 AM-12:00 NOON		12:00 – 1:00 PM		1:00 – 2:00 PM		2:00 – 3:00 PM	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Staff			5		5 **-5** (4)								2	2				
Education Staff	15														15	15		
SIG Program & Purchasing staff	2				21 **-16** (4)	3 **-3** (4)							5	5				
Pub Ops/SE					8								1	1				
Campus Store & Café Staff					7								1	1				
Restaurant Staff Shift 1 Shift 2					10													
Teachers	28														28	28		
AOS Students			53								3	3				53	41	
Continuing Ed & Food Enthusiast			28												28	28		
Restaurant Patrons (3)											35		5	5	5	5	5	5
Tourists							10		5	5	8	3	3	3	2	2	3	3
De Baun Theater													5					
Maintenance, Repair and Janitorial	15																15	15
Trades People/ Sales People					1		1	1	1	2					1		1	1
Shuttles	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Deliveries					1		2	1	2	1					2		2	1
TOTAL	64	4	90	4	57 **- 21 (4)**	7 **-3** (4)	17	6	12	12	50	10	26	21	85	135	71	29

(1) 45 students now staying in dorms on CIA campus; 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 42 @ 1.5 per car.
(3) 70 patrons @ 2.0 per car
(4) "With Project" reductions 7:45 – 8:45 AM: 21 inbound, 3 outbound
Source: Crane Transportation Group based upon input from Culinary Institute of America

Appendix Table B
CULINARY INSTITUTE OF AMERICA - GREYSTONE
EXISTING WEEKDAY TRIP GENERATION AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN PROJECT) 3:00 PM to 12:00 MIDNIGHT; "With Master Plan Project" reductions are shown in bold text

	3:00-4:00 PM		4:00-5:00 PM		5:00 – 6:-00 PM		6:00 – 7:00 PM		7:00 – 8:00 PM		8:00-9:00 PM		9:00 – 10:00		10:00 –11:00		11:00 – 12:00 MIDNIGHT	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Staff				10 **-5** (4)		5												
Education Staff												15						
SIG Program & Purchasing staff				20 **-15** (4)														
Pub Ops/SE								8										
Campus Store & Café Staff								7										
Restaurant Staff Shift 1 Shift 2	10							10										10
Teachers				2	2							28						
AOS Students				2	2							41						
Continuing Ed & Food Enthusiast			1 **-1** (4)	1								28						
Restaurant Patrons (3)	5	5	4 **-1** (4)	4	4	4	15	15	15	15	10	10		25		10		
Tourists	10	10	15 **-5** (4)	15 **-5** (4)		10		5										
De Baun Theater				5														
Maintenance, Repair and Janitorial			2	2						5				10				
Trades People/ Sales People	1	1		2														
Shuttles	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
Deliveries		1	3 **-3** (4)	5		3												
TOTAL	29	21	29 **-10** (4)	72 **-25** (4)	12	21	19	49	19	24	14	111	4	39		10		10

(1) 45 students now staying in dorms on CIA campus, assume 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 42 @ 1.5 per car.
(3) 70 patrons @ 2.0 per car
(4) "With Project" reductions 4:00 – 5:00 PM: 10 inbound, 25 outbound
Source: Crane Transportation Group based upon input from Culinary Institute of America

Agenda Item #5.2.

TRAFFIC IMPACT REPORT
CULINARY INSTITUTE OF AMERICA
VINEYARD LODGE MASTER PLAN

November 2, 2016

Prepared for: **Culinary Institute of America**

Prepared by: **CRANE TRANSPORTATION GROUP**
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CRANE TRANSPORTATION GROUP
CULINARY INSTITUTE OF AMERICA MASTER PLAN
TRAFFIC AND PARKING EVALUATION
VINEYARD LODGE HOUSING ON PRATT AVENUE

I. INTRODUCTION

This report has been prepared to address the changes to traffic and parking resulting from the proposed remodel and expansion of the Vineyard Lodge housing on Pratt Avenue in St. Helena. The housing is occupied exclusively by CIA-Greystone students. Resident students are not allowed to park at Greystone; they must utilize the existing CIA shuttle service, bike or walk to and from the Lodge and the Greystone facility. As part of its Master Plan, the CIA will utilize a larger bus than it uses today (32 seats) as well as its two other shuttles currently in use (22 & 14 seats, respectively,) to transport students between Vineyard Lodge and Greystone, thereby maintaining the same number of daily, all-day shuttle trips that occur today (i.e., pick-ups/drop-offs every 15 minutes). The CIA would make rental cars available to students for transport needs not otherwise served by shuttles. The Master Plan would move much of the restaurant service and several other functions to the former Copia site in Napa where a new CIA facility is in the planning stages. The new CIA-Copia facility will allow larger conferences and public events that create the greatest traffic and parking demand at Greystone to be relocated. The Master Plan includes expanding and improving classroom space at Greystone to accommodate 100 additional students; all will be housed at the Vineyard Lodge.

The Vineyard Lodge remodel and expansion will consist of the following:

- Demolition of the 15,862 square feet of the existing Vineyard Lodge 1 dormitory (former Marlinda facility). It will be replaced by the construction of three new lodges.
- The three lodges will contain 164 new beds primarily in single rooms, with a few double units. Combined with the 60 beds in the existing Vineyard Lodge 2, there will be a maximum occupancy of 224 residents on-site. The on-site parking will total 72 spaces.

Traffic counts were conducted by Crane Transportation Group at the Vineyard Lodge driveway on Thursday, May 12, 2016, concurrent with Vineyard Lodge parking lot counts. Counts were also underway on the same day at the nearest major intersection, Pratt Avenue/S.R. 29.

The following analysis focuses on weekday traffic at the Pratt Avenue/S.R. 29 intersection and parking demand at Vineyard Lodge.

2016 volumes have been seasonally adjusted consistent with Caltrans' PeMS (Performance Measurement System) peak season data for S.R. 29 to represent peak season conditions.
The proposed CIA Master Plan is projected for completion and full operation in year 2018. For the Vineyard Lodge site, the plan includes:

- expansion of the Lodge from 101 beds to 224 beds, with 72 parking spaces.
- limit parking permits to 31% of Vineyard Lodge residents (69 permits), with the remaining three spaces to be utilized for "shared" rental cars. Creation of one-way circulation via a new driveway

with a one-way entrance and one-way exit onto Pratt Avenue.
- relocation of many existing activities from Greystone to the former Copia site in the City of Napa to make room for expanded and improved classroom space at Greystone, and expand the public accessibility of the CIA presence in the Napa Valley, through development of the former Copia site.
- Continued CIA-provision of "shared" rental cars for students when needed.

Initially, the expected growth in existing (non-project) traffic along S.R.29 was projected in order to develop year 2018 peak season traffic conditions. Year 2035 volumes were taken from the modeling output from the ongoing St. Helena General Plan update. Trip generation and distribution projections were then developed for the very slight increase in traffic traveling to and from the Vineyard Lodge site, along with an overall decrease in traffic to and from the Greystone site due to the move to Napa of many of the CIA-Greystone functions.

II. SUMMARY OF FINDINGS

1. The CIA Vineyard Lodge Master Plan is a part of a larger Master Plan to relocate CIA facilities at Greystone in St. Helena, to a new facility at the former Copia site in Napa, then improve classroom space at Greystone to serve an additional 100 students. It proposes to add housing for an additional 123 students at its Vineyard Lodge site. Between existing housing at Greystone and the new housing at Vineyard Lodge, the CIA will have housing for 271 of its total 300 students. Students residing at Vineyard Lodge will continue to use daily shuttles to go to and from the Vineyard Lodge housing and the Greystone campus, and other transportation support will be provided for students as needed. Parking permits will strictly limit the total number of student vehicles at Vineyard Lodge.

2. Existing "Without Project" Conditions: During the existing peak traffic hour on a summer/fall 2016 weekday, with 2016 (without project) volumes, the Pratt Avenue/S.R. 29-128 (Main Street) intersection would experience AM peak hour LOS D operation, with 30.3 seconds average delay for turns from westbound Pratt Avenue and PM peak hour LOS E operation, with 39.3 seconds average delay for turns from westbound Pratt Avenue.

3. Year 2018 "Without Project" Conditions: During the peak traffic hour on a summer/fall 2018 weekday, with 2018 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 (Main Street) intersection would experience AM peak hour LOS E operation, with about 35.9 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with 64.0 seconds average delay for turns from westbound Pratt Avenue. PM peak hour would experience LOS E operation, with 36.4 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with 93.4 seconds average delay for turns from westbound Pratt Avenue.

4. Year 2035 "Without Project" Conditions: During the peak traffic hour on a summer/fall 2035 weekday, with 2035 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 (Main Street) intersection would experience AM peak hour LOS F

operation, with 87.1 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue. PM peak hour would experience LOS F operation, with about 92.1 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue.

5. Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet the 8-hour urban warrant, or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 without Master Plan conditions, however, by 2035, volumes approach meeting both signal warrants #1 and #3 criteria. Please see the warrant tables and charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions. Warrant, #7, the signal warrant pertaining to accident data, is not met for the five years of reported crash data at the intersection. A roundabout is not considered feasible at this intersection due to space constraints, as detailed in a memorandum prepared by Summit Engineering (10/21/16) showing the layout of a 150-foot roundabout diameter overlay of the intersection. The memorandum is included in the appendix to this study.

6. The civil engineer for the Las Alcobas Hotel, Riechers Spence Associates, prepared a design[1] for the Pratt Avenue/ Las Alcobas Hotel Driveway/SR 29-128 intersection northbound left turn lane with a length of 150 feet. This length would be more than adequate to accommodate the projected maximum storage demand.

7. Existing "With Project" Conditions: The Pratt Avenue/S.R. 29-128 intersection would experience AM peak hour LOS D operation, with 30.5 seconds average delay for westbound Pratt Avenue (an increase in average delay of 0.2 second), and LOS E operation, with 39.6 seconds average delay during the PM peak hour for turns on the westbound Pratt Avenue approach (an increase in average delay of 0.3 second). The project increment of 4 outbound trips from Vineyard Lodge would add about 6 percent additional traffic to the westbound intersection approach during the existing AM and PM peak hours, adding to the existing lengthy delays.

8. Year 2018 "With Project" Conditions: During the peak traffic hour on a summer/fall weekday morning and afternoon, with 2018 (with Master Plan, i.e., "with project") volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience AM peak hour LOS E operation, with 35.1 seconds average delay for westbound Pratt Avenue (a decrease in average delay of 0.8 second), and LOS F operation, with 64.9 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (an increase in average delay of 0.9 second). The intersection would experience PM peak hour LOS E operation with 35.4 seconds average average delay (an increase in average delay of 1 second). Westbound Pratt Avenue turns would experience extreme delays (LOS F) without the Master Plan project during the AM and PM peak hours; the project increment of 4 trips would add to the existing lengthy delays; it would add 5.5 percent additional traffic to the westbound intersection approach during the AM and PM peak hours. .

[1] January 6, 2015.

9. Year 2035 “With Project” Conditions: With 2035 (with Master Plan) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience AM peak hour LOS F operation, with 83.6 seconds average delay for turns from the Las Alcobas Hotel Driveway approach (a decrease in average delay of 3.5 seconds), and PM peak hour LOS F operation, with 88.3 seconds average delay for turns from the Las Alcobas Hotel Driveway approach (a decrease in average delay of 3.8 seconds). Westbound Pratt Avenue turns would experience extreme delays (LOS F with over 120 second delays) without the Master Plan project during the AM and PM peak hours; the project increment of 4 trips would add to the existing extreme delays, and would add 5 percent additional traffic to the westbound intersection approach during the AM and PM peak hours.

10. Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet the 8-hour urban warrant, or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 with Master Plan conditions. However, as with 2035 without Master Plan conditions, volumes approach meeting both signal warrants #1 and #3. Please see the warrant tables and charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions. Warrant, #7, the accident warrant, is not met for the five years of reported crash data at the intersection. A roundabout is not considered feasible at this intersection due to space constraints, as detailed in a memorandum prepared by Summit Engineering (10/21/16) showing the layout of a 150-foot roundabout diameter overlay of the intersection. The memorandum is included in the appendix to this study.

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11. Sight lines would be acceptable for drivers turning from the project driveway to Pratt Avenue, based upon the criteria provided in the Caltrans March 2014 *Highway Design Manual*. Sight lines to the east and west would extend over 500 feet. Based upon travel speeds of 30 miles per hour at the site for vehicles traveling east and west on Pratt Avenue, the required stopping sight distance would be 200 feet. At higher speeds, such as 45 or 50 miles per hour, the required stopping sight distance would be up to 430 feet (for a 50 mph speed). Therefore, sight lines would be acceptable assuming that no landscaping is planted along the site frontage that would ultimately grow and block driver views.

12. City parking code for dormitory facilities is two spaces for the “resident owner” and one space for each guest room (interpreted here as “each bed”). This would result in a requirement of 226 parking spaces, or 154 spaces more than planned for the new facility. The proposal of 72 parking spaces for a 224-bed dormitory would result in a ratio of 0.32 spaces per bed, more equivalent to a ratio used for senior assisted living housing than for student dorms. However, the CIA-operated facility functions very much like an assisted living facility, as almost all transport is controlled by the facility management on an all-day basis. Unlike assisted living facilities, rules are enforced for residents strictly limiting vehicle parking permits, and providing shared cars plus rental car options by the facility management (CIA). The CIA has a record of effective management of this lodging facility extending for over twelve years, thus, the 72-space parking total will be enforced

to ensure that student parking space demand does not exceed available supply. Parking enforcement will be required (parking permits will need to be displayed and monitored whenever the Lodge is at or near capacity). At maximum occupancy the facility will have no capacity for visitor parking.

13. The project would not result in significant impacts to traffic and transportation as evaluated per the City's significance criteria (listed in Section IV.D). The project would not have significant impacts as defined by the City of St. Helena's transportation impact criteria. Due to the project's reduction of through traffic on SR 29-128 (Main Street) and minor increase of traffic on the Pratt Avenue westbound approach to Main Street, "with project" conditions result in a reduced overall traffic volume at the Pratt Avenue/S.R. 29-128 intersection. Project volumes would not result in a "letter" change in intersection Level of Service operation, and would result in minor increased delay due to 4 additional westbound trips, 3 of which would be added to westbound Pratt Avenue left turns during the AM and PM peak hours – adding to the existing extreme delays on the westbound Pratt Avenue approach. Project traffic would not result in signal warrant #1 or #3 being met.

III. PROPOSED PROJECT

The Culinary Institute of America at Greystone (the "CIA") currently has an enrollment of close to 200 students at its 2555 Main Street property. The CIA currently has housing for 47 students in dormitories on its Main Street site and 101 students on its Vineyard Lodge property at 830 Pratt Avenue. The CIA recently purchased the American Center for Wine Food & the Arts ("Copia") in the City of Napa. The acquisition of Copia will allow the CIA to reduce activities at its Greystone campus by relocating employees, programs, and event activities to Copia. As a result, the CIA proposes a new master plan for its Greystone campus in which it will renovate portions of the Greystone interior to provide additional and more efficient educational facilities. As part of the Master Plan the CIA proposes expanding student enrollment by 100 students to 300. At the same time it proposes to add housing for an additional 123 students at its Vineyard Lodge site. Between existing housing at Greystone and the new housing at Vineyard Lodge, the CIA will have housing for 271 of its 300 students. Students residing at Vineyard Lodge will continue to use daily shuttles to go to and from the Vineyard Lodge housing and the Greystone campus.

The proposed CIA Master Plan is projected for completion and full operation in year 2018. The plan includes:

- expansion of the Associate in Occupational Studies in Culinary Arts (AOS) degree program from 200 to 300 students
- expansion of Vineyard Lodge from 101 beds to 224 beds, with 72 parking spaces.
- limit parking permits to 31% of Vineyard Lodge residents (69 permits).
- creation of one-way circulation via a new driveway with a one-way entrance and one-way exit onto Pratt Avenue.
- relocation of many existing activities from Greystone to the former Copia site in the City of Napa to make room for expanded and improved classroom space at Greystone, and expand the public accessibility of the CIA presence in the Napa Valley, through development of the former Copia site.

- continued CIA-provision of ”shared” rental cars for students when needed.
- relocation of existing weekday activities from Greystone to the former Copia site in the City of Napa, specifically:
    - 5 of the existing 10 administrative staff will move
    - 14 (all) participants in the Strategic Initiatives Group program will move
    - 1 of the existing 6 purchasing staff will move
    - 26 of the existing 42 Continuing Ed and Food Enthusiast Program students will move
    - Shift # 2 restaurant staff (10 staff) will all move, and restaurant patrons served will be half of existing levels, all served by students on site. The Wine Spectator at Greystone Restaurant (WSGR) is currently operated as a 190 seat restaurant open 362 days per year with lunch and dinner service. The CIA has also operated a teaching kitchen for a number of years in the Flavor Discovery Center (FDC) that allowed students in the Farm to Table component of their educational program to have educational experiences from growing and harvesting the food, to preparing and serving the food in an educational setting with 58 seats. In conjunction with the use permit amendments contemplated under this Master Plan, the WSGR will be eliminated. The program in the FDC will then become the CIA's remaining restaurant (aside from the Café) and will continue to be student-run but will serve meals only five days a week for 36 weeks (180 days) per year.
    - Tourist activity will decrease due to the elimination of the 190-seat WSGR and relocation of many of the enthusiast programs to Copia.

IV. EXISTING CONDITIONS (WITHOUT PROJECT)

A. SITE DESCRIPTION, ROADWAYS, SIDEWALKS, BIKEWAYS AND PUBLIC TRANSIT

Vineyard Lodge is located along the west side of the two-lane Pratt Avenue in the northern part of the City of St. Helena (see **Figure 1**). The Vineyard Lodge driveway connection is provided along Pratt Avenue (**see Figure 2**). The driveway has single entry and exit lanes, but both lanes are wide enough to provide two-way (inbound and outbound) traffic flow. There are no directional markings on the Vineyard Lodge driveway connections to Pratt Avenue.

State Route 29-128 (SR 29) is a two-lane north-south highway in the City of St. Helena. At the Pratt Avenue tee intersection the roadway is 48 feet wide curb to curb. A 75-foot-long left turn lane is provided on the southbound SR 29 approach to Pratt Avenue. Curb, gutter and sidewalk line both sides of the highway at Pratt Avenue. North of Pratt Avenue there is a tree-lined, unsurfaced pedestrian path along the west side of the highway and an unsurfaced bicycle-pedestrian path along the east side of the highway.
Pratt Avenue is a two-lane collector roadway connecting SR 29 with Silverado Trail. It is about 40 feet wide in the vicinity of SR 29. Pratt Avenue is stop sign controlled on its approach to SR 29 and the westbound approach lane is 20 feet wide, allowing left and right turning vehicles to separate. Fronting Vineyard Lodge, the Pratt Avenue travel lanes are about 25.5 feet wide, and along the north side (the Vineyard Lodge frontage), there is a 13-foot wide, 160+-foot long parking bay. Sidewalks are in place fronting the project site, but sidewalks are discontinuous along the north and south sides Pratt Avenue.

Figure 3 shows existing lane geometries and intersection control.

Bicycle and Multi-Use Path Facilities

St. Helena's existing and proposed bicycle network is defined in the *St. Helena Bicycle Plan*, which is tied into, and consistent with, the *Napa Countywide Bicycle Plan.* As stated in the Plan, the network includes Class I paths, Class II bicycle lanes, and Class III bike routes in order to maximize connectivity throughout the community and to destinations beyond St. Helena.

Bicycle Facilities relevant to the project area are defined below, consistent with the *St. Helena Bicycle Plan (January 2012).*

Class I - Multi-Use Path

Class I bicycle facilities, known as bike paths, are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II Bike Lane

Class II facilities, known as bike lanes, provide a striped and signed lane for one-way bicycle travel on a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III Bike Route

Class III facilities, known as bike routes, provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lanes marked with pavement stencils. While Class III routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

Figure 1 of the St. Helena Bike Plan shows the following for study roadways:

State Route 29 (Main Street) northbound from Pratt Avenue, is proposed as a link in the planned countywide Vine Trail Alignment, with a Class I Multi-Use Bike Path northbound, extending past the CIA-Greystone facility, north as far as Calistoga. Just east of S.R. 29 (Main Street) on Pratt Avenue, the Vine Trail Alignment loops north to connect to a proposed York Creek Class I Multi-Use Bike Path, then rejoins S.R. 29 just north of Pratt Avenue. State Route 29 (Main Street) southbound is an existing Primary Class II Bike Route and is proposed to have a Class II Bike Lane.

Eastbound Pratt Avenue between State Route 29 (Main Street) and the railroad tracks is proposed to have a Class II Bike Lane; through this segment, westbound Pratt Avenue is proposed to have a Class I Multi-Use Bike Path and is a link in the planned Countywide Vine Trail Alignment. Eastbound Pratt Avenue between the railroad tracks and Silverado Trail, which includes the portion of Pratt Avenue fronting the Vineyard Lodge site, is proposed to have a Class III Bike Route. These facilities would connect with matching improvements on State Route

20 (Main Street) north of Pratt Avenue, and on Silverado Trail north and south of Pratt Avenue.

Public Transit

The *VINE* is the region's bus system for the County of Napa. Two routes pass through St. Helena along S.R. 29: routes 10 and 29. Route 10 provides service from Calistoga to Napa, including stops in St. Helena, Rutherford and Oakville, running seven days a week, all day and including weekends. Route 29, the Vine Express, is a commuter bus operating from early morning through late afternoon, Monday through Friday. The Vine Express extends from Calistoga to the Vallejo Ferry Terminal and El Cerrito BART. Service hours are Monday through Friday, 5:20 am to 9:10 pm, Saturday 6:00 am to 8:10 pm, and Sundays 8:30 am to 7:00 pm.

The bus stops nearest the project site are two Route 10 northbound stops located at the Pratt Avenue/SR 29 (Main Street) intersection and opposite CIA Greystone, on the east side of the highway.

The *St. Helena Shuttle* is an on-demand shuttle service available for a fee of $1.00 per trip. Service is available Monday through Friday 7:00 am to 9:00 PM, Friday and Saturday 7:00 am to 11:00 pm, and Sunday (May through November) 11:00am to 9:00 pm.

VINE Go is an origin to destination, shared ride service which provides demand response for persons with disabilities in the cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville and the unincorporated areas of Napa County. VINE Go is the ADA paratransit service complementary to the fixed route operators and runs at times corresponding to the fixed routes.

B. OPERATION OF THE PRATT AVENUE/S.R. 29-128 (MAIN STREET) INTERSECTION

1. Volumes

Traffic counts were conducted by Crane Transportation Group at the Pratt Avenue/S.R. 29-128 intersection on Thursday, May 12, from 7:00 AM to 6:00 PM. The peak hours of total traffic passing through the intersection was determined to be 7:45 to 8:45 AM and 4:00 to 5:00 PM on Thursday. Students residing at Vineyard Lodge do not attend classes on weekends, thus this analysis focuses on weekday activities.

In order to determine traffic conditions during the peak summer/fall tourist season and a time of peak activity at CIA, the May counts were adjusted based upon Caltrans' seasonal traffic count information (PeMS data) for Highway 29 in St. Helena. Resultant peak season Thursday peak hour volumes are presented in **Figure 4**.

2. Analysis Methodology

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a

description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

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

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements, although overall delay is also typically reported for intersections along state highways. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

3. Existing Peak Season Operation

Table 3 shows that during the peak traffic hour on a summer/fall 2016 weekday, with 2016 (without Master Plan project) volumes, the Pratt Avenue/S.R. 29-128 intersection would experience AM peak hour LOS D operation, with 30.3 seconds average delay for westbound Pratt Avenue turns, and PM peak hour LOS E operation with 39.3 seconds average delay for westbound Pratt Avenue turns.

C. SIGNAL WARRANT EVALUATION – PRATT AVENUE/S.R. 29-128 (MAIN STREET)

1. Analysis Methodology

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

There are 9 possible tests for determining whether a traffic signal should be considered for installation. These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the *Manual on Uniform Traffic Control Devices* (MUTCD), Federal Highway Administration, 2014, California Supplement, which has been adopted by the State of California as a replacement for *Caltrans Traffic Manual*. Section 4C of the MUTCD provides guidelines, or warrants, which may indicate need for a traffic signal at an unsignalized intersection. As indicated in the MUTCD, satisfaction of one or more warrants does not necessarily require immediate installation of a traffic signal. It is merely an indication that the local jurisdiction should begin monitoring conditions at that location and that a signal may ultimately be required.

In this report, at the request of the City traffic engineer, Warrant 3, the peak hour volume warrant, has been applied to volumes at the SR 29-128/Pratt Avenue intersection. This warrant is often used as an initial check of signalization needs since peak hour volume data is typically available and this warrant is usually the first one to be met. Warrant 3 is based on a curve and takes only the hour with the highest volume of the day into account. In addition, Warrant #1, the test for the highest eight hour volumes is also included, and the accident warrant (Warrant #7) has been evaluated at the SR 29-128/Pratt Avenue intersection based upon accident data provided by the City of St Helena through the SWITRS (Statewide Integrated Traffic Records System) data base. The feasibility of a roundabout at this location is constrained by existing structures: a residence on the east, a new hotel access driveway (including a historic wall) on the west, as well as right-of-way limitations. A roundabout is not considered feasible at this intersection due to space constraints.

2. Existing Conditions

Tables 4a and 4b show that volumes at the Pratt Avenue/ SR 29-128 intersection would not meet urban warrant #1 (the warrant for the 8 highest volume hours) or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours (AM or PM) for existing conditions Please see the tables and warrant charts in the **Appendix**.

Warrant #7, the Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

California MUTCD, Chapter 4C specifies that the need for a traffic control signal shall be considered if an engineering study finds that ***all*** of the following criteria are met:

a. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

b. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

c. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Accident data provided by the City of St. Helena from SWITRS (Statewide Integrated Traffic Reporting System) revealed that over the past five years, there have not been five or more reported crashes at this intersection within any 12-month period. At most, there were 4 crashes between 10/21/11 and 10/24/12. There were three reported crashes in 2011, one in 2012, two in 2013 and 2014, and one in 2015. The appendix includes the accident data provided by the City.

D. CITY OF ST. HELENA GENERAL PLAN (1993) SIGNIFICANCE CRITERIA USED IN TRAFFIC IMPACT EVALUATIONS

The City of St. Helena's adopted transportation impact criteria (1993 General Plan) are as follows:

a. 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.

b. All signalized 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 as described below. If signals are not initially warranted, the location shall continue to be monitored for signal warrants on a regular basis.

V. FUTURE YEAR 2018 and YEAR 2035 (WITHOUT PROJECT) CONDITIONS

A. ANALYSIS HORIZON YEARS FOR WITHOUT PROJECT OPERATING CONDITIONS

1. Overview

CIA management projects that the proposed Master Plan could be fully completed by 2018, and General Plan projections extend to year 2035. Therefore, these horizon years have been used for evaluation.

2. Year 2018 and Year 2035 Base Case (Without Master Plan) Traffic Volumes

Year 2018 weekday AM and PM peak hour (without project) volumes have been developed using traffic growth projections developed for S.R.29-128 in St. Helena as part of the General Plan traffic model. Projections contained in the model show an approximate 2.25 percent per year growth rate for S.R.29-128 traffic between 2015 and 2035. These rates have been applied to the year 2016 summer/fall AM and PM peak hour volumes to achieve 2018 projections at the study intersections (see **Figure 5**); in addition, volumes from the Las Alcobas Hotel Driveway opposite Pratt Avenue, have been added.[2] Year 2035 weekday AM and PM peak hour volumes are derived directly from the General Plan projections at the Pratt Avenue/S.R. 29-128 intersection, with intersection geometrics and volumes at the CIA driveway factored to be consistent with the General Plan projections (see **Figures 6 and 7**).

3. Year 2018 Peak Season Base Case (Without Master Plan Project) Intersection Operation

Table 3 shows that during the peak traffic hour on a summer/fall 2018 weekday, with 2018 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 (Main Street) intersection would experience AM peak hour LOS E operation, with about 35.9 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with 64.0 seconds average delay for turns from westbound Pratt Avenue. PM peak hour would experience LOS E operation, with 36.4 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with 93.4 seconds average delay for turns from westbound Pratt Avenue.

4. Year 2035 Peak Season Base Case (Without Master Plan Project) Intersection Operation

Table 3 shows that during the peak traffic hour on a summer/fall 2035 weekday, with 2035 (without project) volumes, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 (Main Street) intersection would experience AM peak hour LOS F operation, with 87.1 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue. PM peak hour would experience LOS F operation, with about 92.1 seconds average delay for turns from the eastbound Las Alcobas Hotel Driveway, and LOS F operation, with extreme delay (over 120 seconds average delay) for turns from westbound Pratt Avenue.

[2] The Las Alcobas Hotel will have 68 rooms, a spa for guests only, a 40-seat quality restaurant and one special event per month. Source: *Traffic Impact Report for Las Alcobas Hotel, St Helena, CA* May 29, 2015, prepared for Caltrans District 4 by Crane Transportation Group.

B. SIGNAL WARRANT EVALUATION

1. Year 2018 and Year 2035 Without Project Conditions

Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet warrant #1 criteria (the eight-hour signal warrant) or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 without Master Plan conditions. However, by 2035, volumes approach meeting both signal warrant (warrant #1 and #3) criteria. Please see the tables and warrant charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions. The feasibility of a roundabout at this location is constrained by existing structures: a residence on the east, a new hotel access driveway and historic wall on the west, as well as right-of-way limitations. A roundabout is not considered feasible at this intersection due to extreme space constraints, as detailed in a memorandum prepared by Summit Engineering (10/21/16) showing the layout of a 150-foot roundabout diameter overlay of the intersection. The memorandum is included in the appendix to this study.

C. PROPOSED LEFT TURN LANE DESIGN

The civil engineer for the Las Alcobas Hotel, Riechers Spence Associates, prepared a design[3] for the proposed northbound left turn lane with a length of 150 feet. This length would be more than adequate to accommodate the projected maximum storage demand.

VI. CULINARY INSTITUTE OF AMERICA VINEYARD LODGE MASTER PLAN TRAFFIC AND PARKING IMPACTS

A. PROPOSED PROJECT

The CIA Master Plan would result in the following development or activity that would result in changes to trip generation and parking demand in the Master Plan area.

- New Students at Greystone: 100
    - All 100 additional students would be living at the Vineyard Lodge housing on Pratt Avenue in St. Helena and attending weekday classes at the Greystone facility. These students will be shuttled to and from the CIA Greystone campus on weekdays, as they would not be allowed to use a personal vehicle to access classes, consistent with the current practice. Alternatively, some students may walk or bike. Shuttle bus service is currently provided every 15 minutes from early morning (5:30 AM) to end of the student day (9:30 PM).
    - For parking analysis purposes, the existing ratio of 31% parking permits issued at Vineyard Lodge will be maintained (i.e., 224 beds /0.31 = 69 total parking

[3] January 6, 2015.

permits). All students, including those with a permit, will be required to use shuttles to and from daily classes.

B. PROJECT TRIP GENERATION

This study is based upon CIA management-approved projections regarding the planned relocation of programs and staff from the Greystone campus to the new facility in Napa, and the intention to maximize use of CIA-managed housing for students. The CIA can provide housing at lower cost than students can find off-site, outside of CIA facilities. The CIA provides all needed transportation for its students, including rental cars, when needed. All 100 new students will be housed at the expanded Vineyard Lodge, and the additional beds at Vineyard Lodge will also allow additional students to live in CIA housing rather than competing for lodging in St. Helena and other communities. The CIA will maintain its current all-day schedule of shuttle pick-ups/drop-offs, every 15 minutes. By increasing the size of its shuttles, it can maintain the same number of trips to and from Greystone that occur today. These projections have been utilized to determine the net increase or decrease in Thursday AM and PM peak hour traffic due to the proposed Master Plan. As shown in **Figure 8**, the CIA Master Plan project would result in reduced trips to and from the S.R. 29 corridor and the Greystone facility (see the Greystone Trip Generation in the appendix tables showing a decrease of 21 inbound and 3 outbound during the AM peak hour, and 10 inbound and 25 outbound during the PM peak hour) as well as minor trip increases to and from the Vineyard Lodge housing (i.e., 3 inbound and 5 outbound during the AM peak hour, and 7 inbound and 5 outbound during the PM peak hour. On a summer/fall Thursday during the AM and PM peak traffic hours along S.R.29, the Master Plan would be expected to decrease traffic on S.R. 29-128 by 15 two-way trips (AM) and 21 two-way trips (PM) to and from the campus at Greystone. There would be a small component of trips added to Pratt Avenue from the Vineyard Lodge (3 inbound trips and 5 outbound AM peak hour trips and 7 inbound and 5 outbound PM peak hour trips) attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area.

CULINARY INSTITUTE OF AMERICA MASTER PLAN
NET NEW TRIPS SUBTRACTED FROM STATE ROUTE 29 BETWEEN PRATT AVENUE AND THE CIA'S GREYSTONE DRIVEWAY

WEEKDAY (7:45-8:45 AM)

	NB	SB
Shuttle Bus To/From Vineyard Lodge Dorms	0	0
Change due to programs being moved to Napa Copia	- 13	-2
TOTAL NET NEW TRIPS	-13	-2

WEEKDAY (4:00-5:00 PM)

	NB	SB
Shuttle Bus To/From Vineyard Lodge Dorms	0	0
Change due to programs being moved to Napa Copia	- 6	-15
TOTAL NET NEW TRIPS on SR 29 (Main Street) between Pratt Avenue and the Greystone driveway.	-6	-15

*See appendix tables for reduction in trips due to specific activities at the Greystone facility.

As shown in the Greystone Trip Generation table (see the appendix tables), the 15-trip decrease in Master Plan-related trips during summer/fall Thursday AM peak traffic conditions on SR 29-128 would be primarily related to the reduction in Administrative staff and the SIG program at Greystone; the 21-trip decrease in Master Plan-related trips during summer/fall Thursday PM peak traffic conditions on SR 29-128 would be primarily related to the relocation of the restaurant and staff, decrease in tourist levels, as well as reductions in Administrative staff and the SIG program.

Three pedestrians and two bicyclists were observed walking or biking to and from Vineyard Lodge on the weekday count day during good weather. Most students were observed to board the shuttles entering and exiting the parking lot every 15 minutes from 5:30 AM to 9:30 PM. Due to the frequency of the shuttle service, very little additional pedestrian and bicycle activity would be expected traveling to and from the Greystone facility.

C. PROJECT IMPACTS TO OPERATION OF THE PRATT AVENUE/ LAS ALCOBAS HOTEL DRIVEWAY/S.R. 29-128 (MAIN STREET) INTERSECTION

Table 3 shows that the Pratt Avenue/S.R. 29-128 intersection would experience AM peak hour LOS D operation, with 30.5 seconds average delay for westbound Pratt Avenue (an increase in average delay of 0.2 second), and LOS E operation, with 39.6 seconds average delay during the PM peak hour for turns on the westbound Pratt Avenue approach (an increase in average delay of

0.3 second). The project increment of 4 outbound trips from Vineyard Lodge would add about 6 percent additional traffic to the westbound intersection approach during the existing AM and PM peak hours, adding to the existing lengthy delays.

With 2018 (with Master Plan project) volumes (see **Figure 9**), during the peak traffic hour on a summer/fall weekday morning and afternoon, the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience AM peak hour LOS E operation, with 35.1 seconds average delay for westbound Pratt Avenue (a decrease in average delay of 0.8 second), and LOS F operation, with 64.9 seconds average delay during the PM peak hour for turns on the Las Alcobas Hotel Driveway approach (an increase in average delay of 0.9 second). The intersection would experience PM peak hour LOS E operation with 35.4 seconds average delay (an increase in delay of 1 second). Westbound Pratt Avenue turns would experience extreme delays (LOS F) without the Master Plan project during the AM and PM peak hours. The project increment of 4 trips would add to the existing lengthy delays; it would add 5.5 percent additional traffic to the westbound intersection approach during the AM and PM peak hours.

With 2035 (with Master Plan) volumes (see **Figure 10**), the Pratt Avenue/Las Alcobas Hotel Driveway/S.R. 29-128 intersection would experience AM peak hour LOS F operation, with 83.6 seconds average delay for turns from the Las Alcobas Hotel Driveway approach (a decrease in average delay of 3.5 seconds), and PM peak hour LOS F operation, with 88.3 seconds average delay for turns from the Las Alcobas Hotel Driveway approach (a decrease in average delay of 3.8 seconds). The westbound Pratt Avenue turns would experience extreme delays (LOS F) without the Master Plan project during the AM and PM peak hours; the project increment of 4 trips would add to the existing extreme delays (LOS F with over 120 second delays), and would add 5 percent additional traffic to the westbound intersection approach during the AM and PM peak hours.

D. SIGNAL WARRANT EVALUATION

1. Year 2018 and Year 2035 With Master Plan Conditions

Volumes at the Pratt Avenue/ SR 29-128 intersection would not meet warrant #1 criteria (the hour-hour signal warrant) or urban peak hour warrant #3 criteria for signalization during either of the weekday peak traffic hours for 2018 or 2035 with Master Plan conditions. However, by 2035, volumes approach meeting both signal warrant (warrant #1 and #3) criteria. Please see the warrant charts in the **Appendix**. **Table 3** provides results for signalized operation, with LOS A, B or C for all conditions.

E. SIGHT LINES AT THE VINEYARD LODGE DRIVEWAY

Sight lines would be acceptable for drivers turning from the project driveway to Pratt Avenue, based upon the criteria provided in the Caltrans March 2014 *Highway Design Manual*. Sight lines to the east and west would extend over 500 feet. Based upon travel speeds of 30 miles per hour at the site for vehicles traveling east and west on Pratt Avenue, the required stopping sight distance would be 200 feet. At higher speeds, such as 45 or 50 miles per hour, the required stopping sight distance would be up to 430 feet (for a 50 mph speed). Therefore, sight lines would be acceptable assuming that no landscaping is planted along the site frontage that would

ultimately grow and block driver views.

F. VINEYARD LODGE PARKING DEMAND

1. Overview

The Vineyard Lodge property currently has 85 parking spaces for its 101 beds. Those spaces are never fully-occupied because most students travel to the Napa Valley without their own vehicle. For example, for its current 96 residents, only 30 parking permits have been issued for on-site parking. The CIA maintains a maximum ratio of beds to parking spaces at 31%. This is possible because it operates daily, on-time shuttles for students and also provides an on-demand car rental operation where students can rent cars on an as-needed basis. This has proven to be highly successful at reducing the need for dedicated parking spaces for the students. Based on the current parking needs, the CIA proposes a total of 72 spaces for the 224 on-site peak occupants. This would allow for the 31% parking maximum (69 spaces) and three spaces for CIA-supplied "shared" rental vehicles, available to students by arrangement.

City parking code for dormitory facilities is two spaces for the "resident owner" and one space for each guest room (interpreted here as "each bed"). This would result in a requirement of 226 parking spaces, or 154 spaces more than planned for the new facility. The proposal of 72 parking spaces for a 224-bed dormitory would result in a ratio of 0.32 spaces per bed, more equivalent to a ratio used for senior assisted living housing than for student dorms. However, the CIA-operated facility functions very much like an assisted living facility, as almost all transport is controlled by the facility management on an all-day basis. Unlike assisted living facilities, rules are enforced for residents strictly limiting vehicle parking permits, and providing shared cars plus rental car options by the facility management (CIA). The CIA has a record of effective management of this lodging facility extending for over twelve years, thus, the 72-space parking total will be enforced to ensure that student parking space demand does not exceed available supply. Parking enforcement will be required (parking permits will need to be displayed and monitored whenever the Lodge is at or near capacity). At maximum occupancy the facility will have no capacity for visitor parking.

2. Existing May 2016 Parking Demand

Hourly, on-site parking surveys were conducted by Crane Transportation Group on Thursday, May 12, 2016, considered to be a full-activity "typical" day at the CIA facilities. The weather was clear and mild on both days. **Table 5** shows the record of hourly parking totals. At maximum, there were 42 cars parked in the 85-space parking lot. There were one to three service vehicles parked during the day in the unstriped service parking area to the east of the main building. Parking was not observed to be monitored for permit holders versus visitors. At all surveyed times there were 43 or more available parking spaces in the Vineyard Lodge parking lot.

Thursday conditions: There were 96 students in residence, and at maximum, there were 42 cars in the Vineyard Lodge parking lot.

VII. CONCLUSIONS AND RECOMMENDATIONS

- The project would not result in significant impacts to traffic and transportation as evaluated per the City's significance criteria (listed in Section IV.D). Due to the project's reduction of through traffic on SR 29-128 (Main Street) and minor increase of traffic on the Pratt Avenue westbound approach to Main Street, "with project" conditions result in a reduced overall traffic volume at the Pratt Avenue/S.R. 29-128 intersection. Project volumes would not result in a "letter" change in intersection Level of Service operation, and would result in minor increased delay due to 3 added westbound Pratt Avenue left turns during the AM and PM peak hours – adding to the long delays on the westbound Pratt Avenue approach. Project traffic would not result in signal warrant #1 or #3 being met.

- Recommendation: Maintain any proposed landscaping along the project's Pratt Avenue frontage east and west of the Vineyard Lodge driveway at low heights in order to ensure acceptable sight lines for drivers exiting the site.

- Recommendation: The CIA should require display of parking permits for all student automobiles parked at the Vineyard Lodge site to ensure no spill-over parking by the student residents. Guests of students will need to be informed of the necessity of parking at Greystone and using the shuttles when visiting Vineyard Lodge. Strict parking enforcement will be required (i.e., parking permits will need to be displayed and monitored) whenever the Lodge is at or near capacity.

Agenda Item #5.2.

FIGURES

Figure 1
Area Map

CRANE TRANSPORTATION GROUP

Agenda Item #5.2.



Figure 2
Vineyard Lodge Site Plan

CRANE TRANSPORTATION GROUP

Vineyard Lodge - Pratt Avenue Housing Traffic and Parking Study - St Helena, Ca

Agenda Item #5.2.

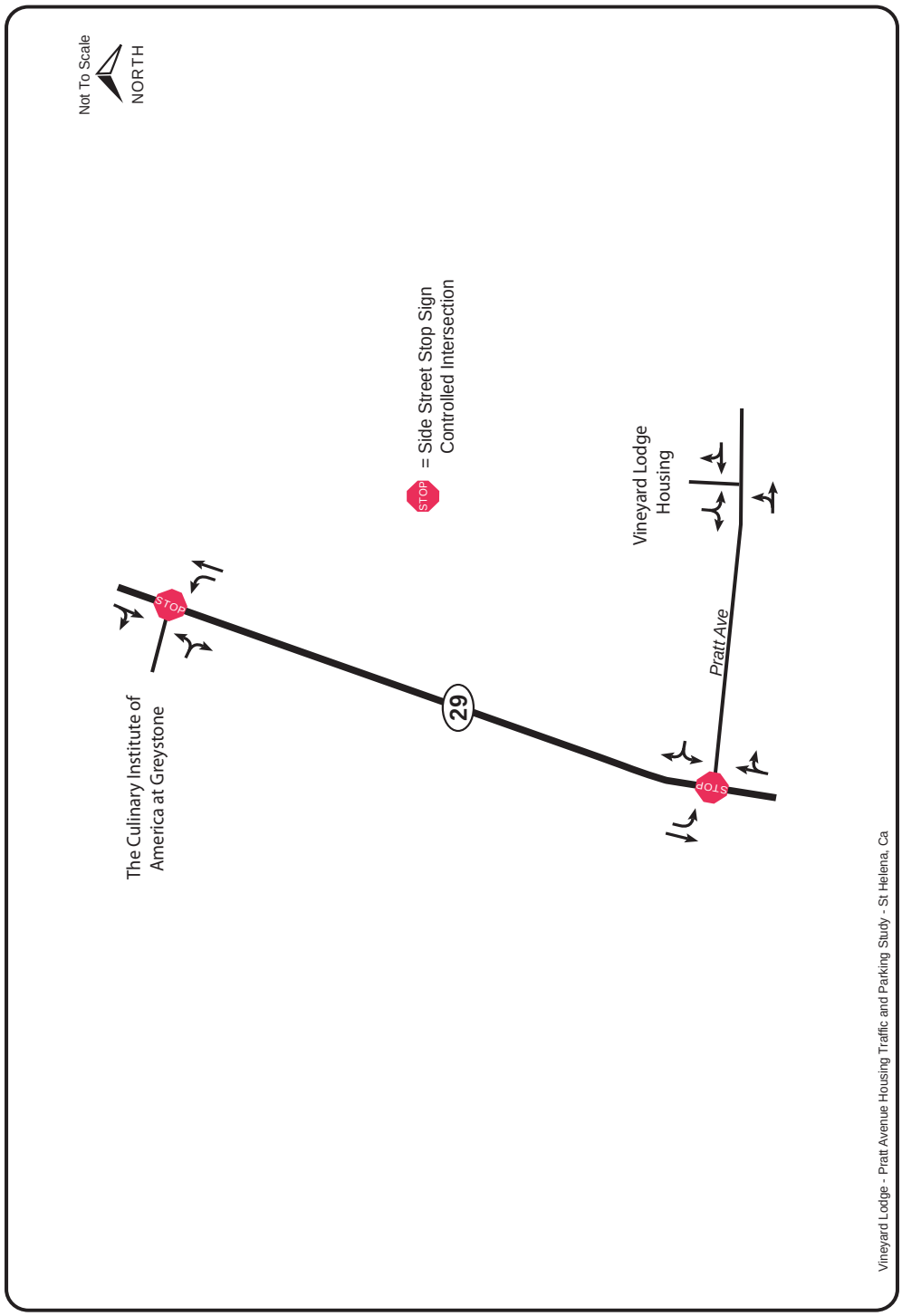


Figure 3
Existing Lane Geometrics and Intersection Control

CRANE TRANSPORTATION GROUP

Figure 4
Existing Harvest (without Project)
AM & PM Peak Hour Volumes

CRANE TRANSPORTATION GROUP

Figure 5
2018 Harvest (without Project)
AM & PM Peak Hour Volumes

Agenda Item #5.2.

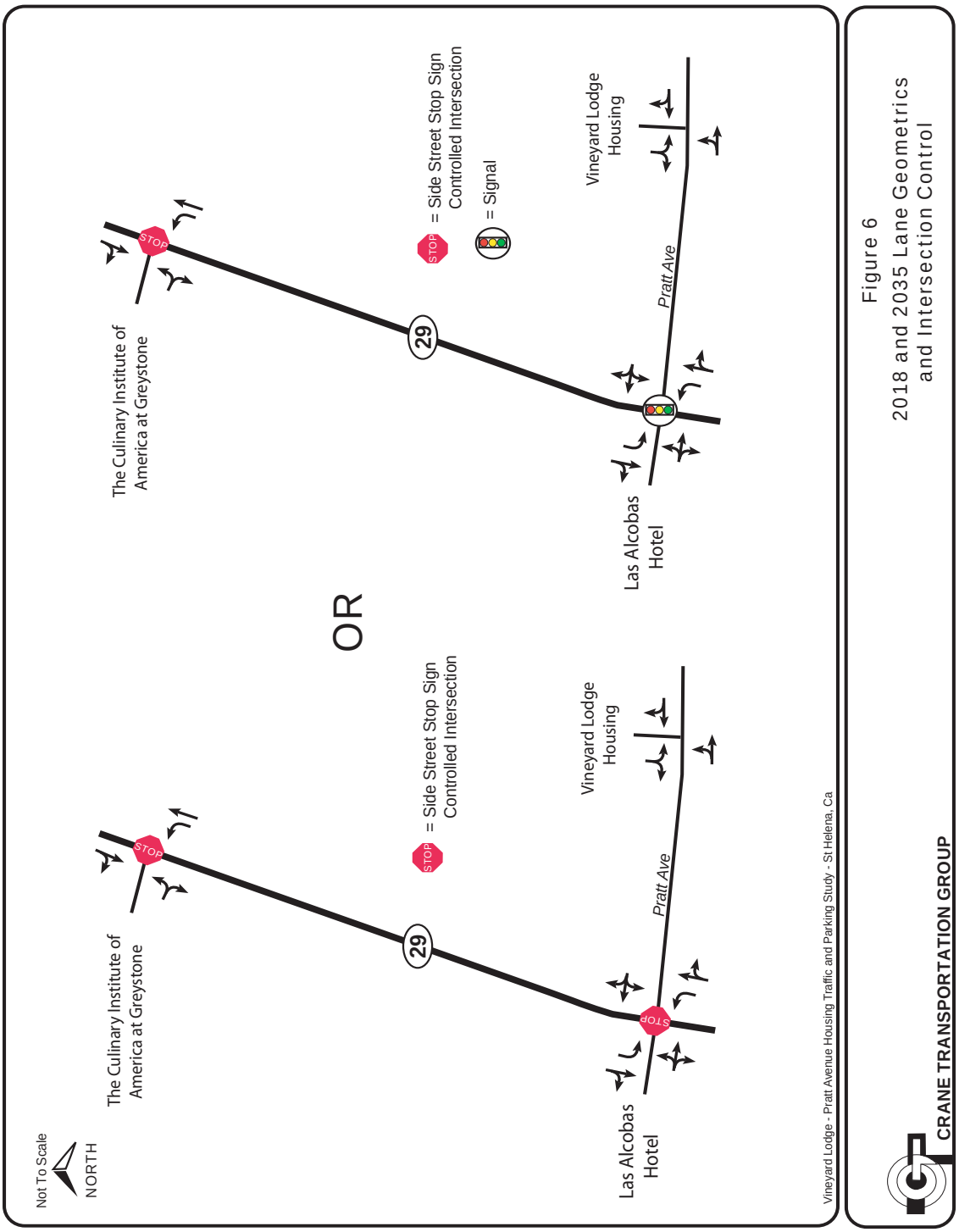


Figure 7
2035 Harvest (without Project)
AM & PM Peak Hour Volumes

Figure 8
Project Increment
AM & PM Peak Hour Volumes

Figure 9
2018 Harvest (with Project)
AM & PM Peak Hour Volumes

Figure 10
2035 Harvest (with Project)
AM & PM Peak Hour Volumes

Agenda Item #5.2.

TABLES

Table 1

SIGNALIZED INTERSECTION LOS CRITERIA

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

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

Table 2

UNSIGNALIZED INTERSECTION LOS CRITERIA

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

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

Table 3

INTERSECTION LEVEL OF SERVICE

HARVEST THURSDAY AM PEAK HOUR

INTERSECTION	EXISTING	EXISTING + PROJECT	YEAR 2018		YEAR 2035	
			W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Pratt Avenue/ S.R. 29-128 (side street stop controlled)	D-30.3[1]	D-30.5	E-35.9/F-64.0[2]	E-35.1/F-64.9	F-87.1/F-*	F-83.6/F-*
Pratt Avenue/ S.R. 29-128 (signalized)	A-5.9 [3]	A-5.9	A-8.5	A-8.5	B-13.0	B-13.1

HARVEST THURSDAY PM PEAK HOUR

INTERSECTION	EXISTING	EXISTING + PROJECT	YEAR 2018		YEAR 2035	
			W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Pratt Avenue/ S.R. 29-128 (side street stop controlled)	E-39.3[1]	E-39.6	E-36.4/F-93.4[2]	E-35.4/F-94.4	F-92.1/F-*	F-88.3/F-*
Pratt Avenue/ S.R. 29-128 (signalized)	A-7.5 [3]	A-7.6	A-9.0	A-9.0	C-21.8	C-22.9

F-* = Extreme delay (over 120 seconds) .

(1) Side street stop sign controlled level of service – control delay in seconds – Westbound Pratt Avenue

(2) Side street stop sign controlled level of service – control delay in seconds –Eastbound Las Alcobas Hotel Driveway/ Westbound Pratt Avenue

(3) Signalized lever of service – control delay in seconds

Year 2010 Highway Capacity Manual (HCM) Analysis Methodology
Source: Crane Transportation Group

Table 4A

INTERSECTION 8-HOUR SIGNAL WARRANT EVALUATION

DO VOLUMES DURING THE 8 HIGHEST TRAFFIC HOURS MEET SIGNAL WARRANT #1 CRITERIA LEVELS? (See Urban Warrant Tables in Appendix)

AM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

PM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

(1) By 2035, the warrant level is approaching being met, as volumes for 6 of the 8 hours meet the warrant criteria. See the warrant tables in the Appendix.

Source: Crane Transportation Group

Table 4B

INTERSECTION PEAK HOUR SIGNAL WARRANT EVALUATION

DO PEAK HOUR VOLUMES MEET SIGNAL WARRANT #3 CRITERIA LEVELS? (See Warrant Figures in Appendix)

AM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

PM PEAK HOUR

	EXISTING		2018		2035 (1)	
INTERSECTION	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT	W/O PROJECT	+ PROJECT
S.R.29-128/Pratt Avenue	No	No	No	No	No	No

(1) By 2035, the warrant is approaching being met. See the warrant charts in the Appendix.

Source: Crane Transportation Group

Table 5

HOURLY PARKING AT VINEYARD LODGE THURSDAY MAY 12, 2016

TIME	TOTAL CARS PARKED IN FRONT LOT
7:00 AM	42
8:00	42
9:00	37
10:00	35
11:00	34
12:00 NOON	31
1:00 PM	32
2:00	34
3:00	34
4:00	35
5:00	33
6:00	32

Source: Crane Transportation Group

Agenda Item #5.2.

APPENDIX

Agenda Item #5.2.

INTERSECTION LEVEL OF SERVICE (LOS) WORKSHEETS

HCM 2010 TWSC
4: SR29 & Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	26	516	56	15	704
Conflicting Peds, #/hr	5	5	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	8	0	0	6
Mvmt Flow	43	28	561	61	16	765

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1394	596	0	0	627	0
Stage 1	596	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	158	507	-	-	965	-
Stage 1	554	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	505	-	-	965	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.3	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	213	965	-
HCM Lane V/C Ratio	-	-	0.337	0.017	-
HCM Control Delay (s)	-	-	30.3	8.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	40	26	516	56	15	704
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1772	1900	1900	1792
Adj Flow Rate, veh/h	43	28	561	61	16	765
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	8	8	0	6
Cap, veh/h	68	44	797	87	30	1185
Arrive On Green	0.07	0.07	0.51	0.51	0.02	0.66
Sat Flow, veh/h	1010	658	1567	170	1810	1792
Grp Volume(v), veh/h	72	0	0	622	16	765
Grp Sat Flow(s),veh/h/ln	1691	0	0	1737	1810	1792
Q Serve(g_s), s	1.2	0.0	0.0	8.1	0.3	7.4
Cycle Q Clear(g_c), s	1.2	0.0	0.0	8.1	0.3	7.4
Prop In Lane	0.60	0.39		0.10	1.00	
Lane Grp Cap(c), veh/h	113	0	0	883	30	1185
V/C Ratio(X)	0.64	0.00	0.00	0.70	0.53	0.65
Avail Cap(c_a), veh/h	633	0	0	1358	246	1889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	5.5	14.3	2.9
Incr Delay (d2), s/veh	5.8	0.0	0.0	1.0	13.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	4.1	0.2	3.6
LnGrp Delay(d),s/veh	19.2	0.0	0.0	6.6	28.0	3.5
LnGrp LOS	B			A	C	A
Approach Vol, veh/h	72		622			781
Approach Delay, s/veh	19.2		6.6			4.0
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.5	19.0				23.4		6.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.2	10.1				9.4		3.2
Green Ext Time (p_c), s	0.0	4.9				6.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

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

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
4: SR29 & Pratt Ave

05/11/2016

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	36	29	762	46	27	677
Conflicting Peds, #/hr	5	5	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	37	30	786	47	28	698

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1568	814	0	0	838	0
Stage 1	814	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	123	381	-	-	805	-
Stage 1	439	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	118	379	-	-	805	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.3	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	170	805	-
HCM Lane V/C Ratio	-	-	0.394	0.035	-
HCM Control Delay (s)	-	-	39.3	9.6	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	36	29	762	46	27	677
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.94		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1865	1900	1900	1863
Adj Flow Rate, veh/h	37	30	786	47	28	698
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	57	46	966	58	50	1306
Arrive On Green	0.06	0.06	0.56	0.56	0.03	0.70
Sat Flow, veh/h	910	738	1740	104	1810	1863
Grp Volume(v), veh/h	68	0	0	833	28	698
Grp Sat Flow(s),veh/h/ln	1673	0	0	1844	1810	1863
Q Serve(g_s), s	1.3	0.0	0.0	12.4	0.5	6.1
Cycle Q Clear(g_c), s	1.3	0.0	0.0	12.4	0.5	6.1
Prop In Lane	0.54	0.44		0.06	1.00	
Lane Grp Cap(c), veh/h	104	0	0	1023	50	1306
V/C Ratio(X)	0.65	0.00	0.00	0.81	0.57	0.53
Avail Cap(c_a), veh/h	545	0	0	1255	214	1709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	6.1	16.2	2.4
Incr Delay (d2), s/veh	6.7	0.0	0.0	3.5	9.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	7.0	0.4	3.0
LnGrp Delay(d),s/veh	22.2	0.0	0.0	9.6	26.0	2.8
LnGrp LOS	C			A	C	A
Approach Vol, veh/h	68		833			726
Approach Delay, s/veh	22.2		9.6			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.9	22.8				27.7		6.1
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.5	14.4				8.1		3.3
Green Ext Time (p_c), s	0.0	4.4				7.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Notes

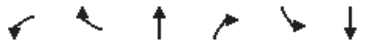
User approved pedestrian interval to be less than phase max green.

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

User approved volume balancing among the lanes for turning movement.

HCM Unsignalized Intersection Capacity Analysis
4: SR29 & Pratt Ave

25/10/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	43	27	502	56	15	702
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)	47	29	546	61	16	763
Pedestrians			5			5
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1377	581			607	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1377	581			607	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	70	94			98	
cM capacity (veh/h)	158	515			981	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	76	607	16	763
Volume Left	47	0	16	0
Volume Right	29	61	0	0
cSH	216	1700	981	1700
Volume to Capacity	0.35	0.36	0.02	0.45
Queue Length 95th (ft)	39	0	1	0
Control Delay (s)	30.5	0.0	8.7	0.0
Lane LOS	D		A	
Approach Delay (s)	30.5	0.0	0.2	
Approach LOS	D			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	43	27	502	56	15	702
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1772	1900	1900	1792
Adj Flow Rate, veh/h	47	29	546	61	16	763
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	8	8	0	6
Cap, veh/h	72	45	785	88	30	1176
Arrive On Green	0.07	0.07	0.50	0.50	0.02	0.66
Sat Flow, veh/h	1035	638	1562	175	1810	1792
Grp Volume(v), veh/h	77	0	0	607	16	763
Grp Sat Flow(s),veh/h/ln	1695	0	0	1737	1810	1792
Q Serve(g_s), s	1.3	0.0	0.0	7.8	0.3	7.4
Cycle Q Clear(g_c), s	1.3	0.0	0.0	7.8	0.3	7.4
Prop In Lane	0.61	0.38		0.10	1.00	
Lane Grp Cap(c), veh/h	119	0	0	873	30	1176
V/C Ratio(X)	0.65	0.00	0.00	0.70	0.53	0.65
Avail Cap(c_a), veh/h	638	0	0	1368	248	1903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	5.6	14.2	3.0
Incr Delay (d2), s/veh	5.8	0.0	0.0	1.0	13.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	3.8	0.2	3.6
LnGrp Delay(d),s/veh	19.1	0.0	0.0	6.6	27.9	3.6
LnGrp LOS	B			A	C	A
Approach Vol, veh/h	77		607			779
Approach Delay, s/veh	19.1		6.6			4.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.5	18.7				23.2		6.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.3	9.8				9.4		3.3
Green Ext Time (p_c), s	0.0	4.9				5.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

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

Agenda Item #5.2.

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

User approved volume balancing among the lanes for turning movement.

Existing AM Peak Hour
with Project

with signal
Existing with project AM w-signal.syn

HCM 2010 TWSC
4: SR29 & Pratt Ave 17/10/2016

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	39	30	755	50	27	662
Conflicting Peds, #/hr	5	5	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	40	31	778	52	28	682

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1547	809	0	0	835	0
Stage 1	809	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	127	384	-	-	807	-
Stage 1	441	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	382	-	-	807	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.6	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	807	-
HCM Lane V/C Ratio	-	-	0.411	0.034	-
HCM Control Delay (s)	-	-	39.6	9.6	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	39	30	755	50	27	662
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.94		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1865	1900	1900	1863
Adj Flow Rate, veh/h	40	31	778	52	28	682
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	60	47	955	64	50	1302
Arrive On Green	0.06	0.06	0.55	0.55	0.03	0.70
Sat Flow, veh/h	931	722	1726	115	1810	1863
Grp Volume(v), veh/h	72	0	0	830	28	682
Grp Sat Flow(s),veh/h/ln	1676	0	0	1841	1810	1863
Q Serve(g_s), s	1.4	0.0	0.0	12.4	0.5	5.9
Cycle Q Clear(g_c), s	1.4	0.0	0.0	12.4	0.5	5.9
Prop In Lane	0.56	0.43		0.06	1.00	
Lane Grp Cap(c), veh/h	108	0	0	1019	50	1302
V/C Ratio(X)	0.67	0.00	0.00	0.81	0.57	0.52
Avail Cap(c_a), veh/h	545	0	0	1253	214	1708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	6.1	16.2	2.4
Incr Delay (d2), s/veh	6.9	0.0	0.0	3.5	9.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	7.0	0.4	3.0
LnGrp Delay(d),s/veh	22.3	0.0	0.0	9.7	26.0	2.7
LnGrp LOS	C			A	C	A
Approach Vol, veh/h	72		830			710
Approach Delay, s/veh	22.3		9.7			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.9	22.7				27.6		6.2
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	23.0				31.0		11.0
Max Q Clear Time (g_c+I1), s	2.5	14.4				7.9		3.4
Green Ext Time (p_c), s	0.0	4.3				7.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

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

Existing PM Peak Hour
with Project

with signal
Existing PM + project w-signal.syn

Agenda Item #5.2.

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 17/10/2016

User approved volume balancing among the lanes for turning movement.

HCM 2010 TWSC
4: SR29 & Pratt Ave 04/11/2016

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	42	4	27	17	537	70	16	732	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	46	4	29	18	584	76	17	796	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1515	1536	799	1504	1502	627	803	0	0	665	0	0
Stage 1	834	834	-	664	664	-	-	-	-	-	-	-
Stage 2	681	702	-	840	838	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	99	117	389	101	123	487	830	-	-	934	-	-
Stage 1	365	386	-	453	461	-	-	-	-	-	-	-
Stage 2	444	443	-	363	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	112	389	93	118	485	830	-	-	934	-	-
Mov Cap-2 Maneuver	88	112	-	93	118	-	-	-	-	-	-	-
Stage 1	357	379	-	441	449	-	-	-	-	-	-	-
Stage 2	404	432	-	345	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.9	64	0.3	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	137	135	934	-	-
HCM Lane V/C Ratio	0.022	-	-	0.151	0.588	0.019	-	-
HCM Control Delay (s)	9.4	-	-	35.9	64	8.9	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	3	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 25/10/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	42	4	27	17	537	70	16	732	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1774	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	46	4	29	18	584	76	17	796	8
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	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
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	196	27	59	232	6	45	33	865	113	31	998	10
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.56	0.56	0.02	0.56	0.56
Sat Flow, veh/h	639	339	734	890	77	561	1810	1534	200	1810	1773	18
Grp Volume(v), veh/h	21	0	0	79	0	0	18	0	660	17	0	804
Grp Sat Flow(s),veh/h/ln	1712	0	0	1529	0	0	1810	0	1734	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	0.3	0.0	9.5	0.3	0.0	12.6
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.7	0.0	0.0	0.3	0.0	9.5	0.3	0.0	12.6
Prop In Lane	0.43		0.43	0.58		0.37	1.00		0.12	1.00		0.01
Lane Grp Cap(c), veh/h	282	0	0	283	0	0	33	0	978	31	0	1008
V/C Ratio(X)	0.07	0.00	0.00	0.28	0.00	0.00	0.54	0.00	0.67	0.54	0.00	0.80
Avail Cap(c_a), veh/h	850	0	0	831	0	0	204	0	1369	204	0	1413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	15.8	0.0	0.0	17.3	0.0	5.4	17.3	0.0	6.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	13.1	0.0	0.8	13.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	0.3	0.0	4.6	0.3	0.0	6.7
LnGrp Delay(d),s/veh	15.3	0.0	0.0	16.3	0.0	0.0	30.3	0.0	6.3	30.9	0.0	8.4
LnGrp LOS	B			B			C		A	C		A
Approach Vol, veh/h		21			79			678			821	
Approach Delay, s/veh		15.3			16.3			6.9			8.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	24.0		6.8	4.6	24.0		6.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.3	11.5		2.4	2.3	14.6		3.7
Green Ext Time (p_c), s	0.0	5.9		0.2	0.0	5.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

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

HCM 2010 TWSC
4: SR29 & Pratt Ave 25/10/2016

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	37	4	30	13	792	48	28	704	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	4	16	38	4	31	13	816	49	29	726	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1679	1686	730	1671	1666	846	735	0	0	871	0	0
Stage 1	788	788	-	873	873	-	-	-	-	-	-	-
Stage 2	891	898	-	798	793	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	95	426	77	98	365	879	-	-	783	-	-
Stage 1	387	405	-	348	370	-	-	-	-	-	-	-
Stage 2	340	361	-	382	403	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	90	426	68	93	363	879	-	-	783	-	-
Mov Cap-2 Maneuver	65	90	-	68	93	-	-	-	-	-	-	-
Stage 1	381	390	-	341	363	-	-	-	-	-	-	-
Stage 2	303	354	-	350	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.4	93.4	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	142	106	783	-	-
HCM Lane V/C Ratio	0.015	-	-	0.196	0.691	0.037	-	-
HCM Control Delay (s)	9.2	-	-	36.4	93.4	9.8	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3.6	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	37	4	30	13	792	48	28	704	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1865	1900	1900	1863	1900
Adj Flow Rate, veh/h	7	4	16	38	4	31	13	816	49	29	726	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	2
Cap, veh/h	149	26	79	208	7	51	24	1002	60	50	1085	13
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.58	0.58	0.03	0.59	0.59
Sat Flow, veh/h	369	329	1015	806	85	657	1810	1739	104	1810	1836	23
Grp Volume(v), veh/h	27	0	0	73	0	0	13	0	865	29	0	735
Grp Sat Flow(s),veh/h/ln	1714	0	0	1548	0	0	1810	0	1843	1810	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.3	0.0	14.1	0.6	0.0	10.1
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.7	0.0	0.0	0.3	0.0	14.1	0.6	0.0	10.1
Prop In Lane	0.26		0.59	0.52		0.42	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	254	0	0	266	0	0	24	0	1062	50	0	1098
V/C Ratio(X)	0.11	0.00	0.00	0.27	0.00	0.00	0.53	0.00	0.81	0.58	0.00	0.67
Avail Cap(c_a), veh/h	798	0	0	776	0	0	192	0	1367	192	0	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.8	0.0	0.0	18.5	0.0	6.4	18.1	0.0	5.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.0	16.8	0.0	3.0	10.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	0.2	0.0	7.9	0.4	0.0	5.2
LnGrp Delay(d),s/veh	16.5	0.0	0.0	17.3	0.0	0.0	35.3	0.0	9.4	28.2	0.0	6.1
LnGrp LOS	B			B			D		A	C		A
Approach Vol, veh/h		27			73			878			764	
Approach Delay, s/veh		16.5			17.3			9.8			7.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	25.8		7.0	4.5	26.3		7.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	16.1		2.6	2.3	12.1		3.7
Green Ext Time (p_c), s	0.0	5.6		0.2	0.0	6.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

HCM 2010 TWSC
4: SR29 & Pratt Ave 25/10/2016

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	45	4	28	17	523	70	16	730	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	49	4	30	18	568	76	17	793	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1498	1519	797	1486	1484	612	801	0	0	650	0	0
Stage 1	832	832	-	648	648	-	-	-	-	-	-	-
Stage 2	666	687	-	838	836	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	102	120	390	104	126	497	831	-	-	946	-	-
Stage 1	366	387	-	462	469	-	-	-	-	-	-	-
Stage 2	452	450	-	364	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	90	115	390	96	121	495	831	-	-	946	-	-
Mov Cap-2 Maneuver	90	115	-	96	121	-	-	-	-	-	-	-
Stage 1	358	380	-	450	457	-	-	-	-	-	-	-
Stage 2	411	438	-	346	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.1	64.9	0.3	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	140	138	946	-	-
HCM Lane V/C Ratio	0.022	-	-	0.148	0.606	0.018	-	-
HCM Control Delay (s)	9.4	-	-	35.1	64.9	8.9	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	3.2	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 25/10/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	45	4	28	17	523	70	16	730	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1775	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	49	4	30	18	568	76	17	793	8
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	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
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	197	29	61	236	6	45	33	858	115	31	994	10
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.56	0.56	0.02	0.56	0.56
Sat Flow, veh/h	626	355	735	901	74	552	1810	1528	205	1810	1772	18
Grp Volume(v), veh/h	21	0	0	83	0	0	18	0	644	17	0	801
Grp Sat Flow(s),veh/h/ln	1716	0	0	1526	0	0	1810	0	1733	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.3	0.0	9.2	0.3	0.0	12.6
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.8	0.0	0.0	0.3	0.0	9.2	0.3	0.0	12.6
Prop In Lane	0.43		0.43	0.59		0.36	1.00		0.12	1.00		0.01
Lane Grp Cap(c), veh/h	287	0	0	287	0	0	33	0	973	31	0	1004
V/C Ratio(X)	0.07	0.00	0.00	0.29	0.00	0.00	0.54	0.00	0.66	0.54	0.00	0.80
Avail Cap(c_a), veh/h	851	0	0	832	0	0	204	0	1369	204	0	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	15.7	0.0	0.0	17.2	0.0	5.4	17.3	0.0	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	13.1	0.0	0.8	13.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	0.3	0.0	4.5	0.3	0.0	6.6
LnGrp Delay(d),s/veh	15.2	0.0	0.0	16.3	0.0	0.0	30.3	0.0	6.2	30.9	0.0	8.4
LnGrp LOS	B			B			C		A	C		A
Approach Vol, veh/h		21			83			662			818	
Approach Delay, s/veh		15.2			16.3			6.9			8.9	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	23.9		6.9	4.6	23.9		6.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.3	11.2		2.4	2.3	14.6		3.8
Green Ext Time (p_c), s	0.0	5.8		0.2	0.0	5.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

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

HCM 2010 TWSC
4: SR29 & Pratt Ave

22/06/2016

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	40	4	31	13	785	52	28	689	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	4	16	41	4	32	13	809	54	29	710	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1659	1668	715	1651	1645	841	720	0	0	868	0	0
Stage 1	773	773	-	868	868	-	-	-	-	-	-	-
Stage 2	886	895	-	783	777	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	97	434	80	101	368	891	-	-	785	-	-
Stage 1	395	412	-	350	372	-	-	-	-	-	-	-
Stage 2	342	362	-	390	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	92	434	71	95	366	891	-	-	785	-	-
Mov Cap-2 Maneuver	67	92	-	71	95	-	-	-	-	-	-	-
Stage 1	389	397	-	343	365	-	-	-	-	-	-	-
Stage 2	304	355	-	358	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.4	94.4	0.1	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	146	109	785	-	-
HCM Lane V/C Ratio	0.015	-	-	0.191	0.709	0.037	-	-
HCM Control Delay (s)	9.1	-	-	35.4	94.4	9.8	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3.8	0.1	-	-

HCM 2010 Signalized Intersection Summary
4: SR29 & Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	40	4	31	13	785	52	28	689	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.94	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1865	1900	1900	1863	1900
Adj Flow Rate, veh/h	7	4	16	41	4	32	13	809	54	29	710	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	2
Cap, veh/h	149	27	81	212	6	51	24	992	66	50	1081	14
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.57	0.57	0.03	0.59	0.59
Sat Flow, veh/h	364	336	1018	822	80	642	1810	1726	115	1810	1836	23
Grp Volume(v), veh/h	27	0	0	77	0	0	13	0	863	29	0	719
Grp Sat Flow(s),veh/h/ln	1719	0	0	1545	0	0	1810	0	1841	1810	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.3	0.0	14.2	0.6	0.0	9.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.8	0.0	0.0	0.3	0.0	14.2	0.6	0.0	9.8
Prop In Lane	0.26		0.59	0.53		0.42	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	257	0	0	269	0	0	24	0	1058	50	0	1095
V/C Ratio(X)	0.11	0.00	0.00	0.29	0.00	0.00	0.53	0.00	0.82	0.58	0.00	0.66
Avail Cap(c_a), veh/h	799	0	0	777	0	0	192	0	1365	192	0	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	16.8	0.0	0.0	18.5	0.0	6.4	18.1	0.0	5.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.0	16.8	0.0	3.1	10.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.8	0.0	0.0	0.2	0.0	7.9	0.4	0.0	5.0
LnGrp Delay(d),s/veh	16.4	0.0	0.0	17.3	0.0	0.0	35.3	0.0	9.5	28.2	0.0	6.0
LnGrp LOS	B			B			D		A	C		A
Approach Vol, veh/h		27			77			876			748	
Approach Delay, s/veh		16.4			17.3			9.9			6.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	25.7		7.0	4.5	26.2		7.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	16.2		2.6	2.3	11.8		3.8
Green Ext Time (p_c), s	0.0	5.5		0.2	0.0	6.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	23

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	60	4	20	17	785	70	20	980	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	64	4	21	18	835	74	21	1043	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2015	2040	1046	2009	2007	877	1050	0	0	915	0	0
Stage 1	1089	1089	-	914	914	-	-	-	-	-	-	-
Stage 2	926	951	-	1095	1093	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	44	57	280	~ 45	60	351	671	-	-	754	-	-
Stage 1	263	294	-	330	355	-	-	-	-	-	-	-
Stage 2	325	341	-	261	293	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	54	280	~ 40	57	350	671	-	-	754	-	-
Mov Cap-2 Maneuver	37	54	-	~ 40	57	-	-	-	-	-	-	-
Stage 1	256	286	-	320	344	-	-	-	-	-	-	-
Stage 2	293	330	-	243	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.1	$ 518.2	0.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	671	-	-	63	52	754	-	-
HCM Lane V/C Ratio	0.027	-	-	0.321	1.718	0.028	-	-
HCM Control Delay (s)	10.5	-	-	87.1	$ 518.2	9.9	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	8.6	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	60	4	20	17	785	70	20	980	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1770	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	64	4	21	18	835	74	21	1043	7
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	142	44	64	216	6	31	32	1051	93	37	1174	8
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.66	0.66	0.02	0.66	0.66
Sat Flow, veh/h	476	501	733	1083	68	355	1810	1599	142	1810	1779	12
Grp Volume(v), veh/h	21	0	0	89	0	0	18	0	909	21	0	1050
Grp Sat Flow(s),veh/h/ln	1709	0	0	1506	0	0	1810	0	1741	1810	0	1791
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.5	0.0	19.1	0.6	0.0	24.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.9	0.0	0.0	0.5	0.0	19.1	0.6	0.0	24.6
Prop In Lane	0.43		0.43	0.72		0.24	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	250	0	0	253	0	0	32	0	1144	37	0	1182
V/C Ratio(X)	0.08	0.00	0.00	0.35	0.00	0.00	0.56	0.00	0.79	0.57	0.00	0.89
Avail Cap(c_a), veh/h	599	0	0	584	0	0	142	0	1299	142	0	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	22.5	0.0	0.0	24.8	0.0	6.3	24.7	0.0	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	14.6	0.0	3.1	13.5	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	9.8	0.4	0.0	14.0
LnGrp Delay(d),s/veh	21.6	0.0	0.0	23.3	0.0	0.0	39.4	0.0	9.4	38.2	0.0	14.2
LnGrp LOS	C			C			D		A	D		B
Approach Vol, veh/h		21			89			927			1071	
Approach Delay, s/veh		21.6			23.3			10.0			14.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	37.5		8.4	4.9	37.6		8.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	21.1		2.6	2.5	26.6		4.9
Green Ext Time (p_c), s	0.0	9.1		0.2	0.0	7.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

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

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection												
Int Delay, s/veh	34											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	60	4	20	13	1090	55	25	925	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	7	4	16	61	4	20	13	1112	56	26	944	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2183	2199	948	2182	2176	1145	953	0	0	1173	0	0
Stage 1	999	999	-	1172	1172	-	-	-	-	-	-	-
Stage 2	1184	1200	-	1010	1004	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	33	45	319	~ 34	47	245	729	-	-	603	-	-
Stage 1	296	324	-	237	269	-	-	-	-	-	-	-
Stage 2	233	261	-	292	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	42	319	~ 28	44	244	729	-	-	603	-	-
Mov Cap-2 Maneuver	27	42	-	~ 28	44	-	-	-	-	-	-	-
Stage 1	291	310	-	232	263	-	-	-	-	-	-	-
Stage 2	206	255	-	262	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	92.1	$ 867	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	729	-	-	67	36	603	-	-
HCM Lane V/C Ratio	0.018	-	-	0.411	2.381	0.042	-	-
HCM Control Delay (s)	10	-	-	92.1	$ 867	11.2	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	9.6	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	60	4	20	13	1090	55	25	925	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1766	1900	1900	1793	1900
Adj Flow Rate, veh/h	7	4	16	61	4	20	13	1112	56	26	944	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	104	36	85	201	7	30	24	1128	57	43	1221	12
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.68	0.68	0.02	0.69	0.69
Sat Flow, veh/h	270	424	1009	1073	87	357	1810	1665	84	1810	1774	17
Grp Volume(v), veh/h	27	0	0	85	0	0	13	0	1168	26	0	953
Grp Sat Flow(s),veh/h/ln	1703	0	0	1517	0	0	1810	0	1748	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.4	0.0	36.3	0.8	0.0	19.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	3.0	0.0	0.0	0.4	0.0	36.3	0.8	0.0	19.9
Prop In Lane	0.26		0.59	0.72		0.24	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	225	0	0	238	0	0	24	0	1185	43	0	1233
V/C Ratio(X)	0.12	0.00	0.00	0.36	0.00	0.00	0.55	0.00	0.99	0.60	0.00	0.77
Avail Cap(c_a), veh/h	542	0	0	530	0	0	129	0	1185	129	0	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	0.0	24.8	0.0	0.0	27.5	0.0	8.8	27.1	0.0	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.0	18.4	0.0	22.6	12.9	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.3	0.0	0.0	0.3	0.0	24.3	0.6	0.0	10.6
LnGrp Delay(d),s/veh	24.1	0.0	0.0	25.7	0.0	0.0	45.9	0.0	31.4	40.0	0.0	8.9
LnGrp LOS	C			C			D		C	D		A
Approach Vol, veh/h		27			85			1181			979	
Approach Delay, s/veh		24.1			25.7			31.5			9.8	
Approach LOS		C			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	42.0		8.7	4.7	42.6		8.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.8	38.3		2.8	2.4	21.9		5.0
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	9.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Notes

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

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	24.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	3	8	63	4	21	17	771	70	20	978	7
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	9	3	9	67	4	22	18	820	74	21	1040	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1999	2023	1044	1992	1989	862	1048	0	0	900	0	0
Stage 1	1087	1087	-	899	899	-	-	-	-	-	-	-
Stage 2	912	936	-	1093	1090	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	45	59	281	~ 46	62	358	672	-	-	763	-	-
Stage 1	264	295	-	336	360	-	-	-	-	-	-	-
Stage 2	331	346	-	262	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	56	281	~ 41	58	357	672	-	-	763	-	-
Mov Cap-2 Maneuver	38	56	-	~ 41	58	-	-	-	-	-	-	-
Stage 1	257	287	-	326	349	-	-	-	-	-	-	-
Stage 2	298	335	-	244	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.6	$ 534.7	0.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	65	53	763	-	-
HCM Lane V/C Ratio	0.027	-	-	0.311	1.766	0.028	-	-
HCM Control Delay (s)	10.5	-	-	83.3	$ 534.7	9.9	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	9	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	8	63	4	21	17	771	70	20	978	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1770	1900	1900	1793	1900
Adj Flow Rate, veh/h	9	3	9	67	4	22	18	820	74	21	1040	7
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	142	46	66	219	6	32	32	1045	94	37	1169	8
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	0.65	0.65	0.02	0.66	0.66
Sat Flow, veh/h	463	514	733	1083	66	356	1810	1597	144	1810	1779	12
Grp Volume(v), veh/h	21	0	0	93	0	0	18	0	894	21	0	1047
Grp Sat Flow(s),veh/h/ln	1710	0	0	1504	0	0	1810	0	1741	1810	0	1791
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	0.5	0.0	18.6	0.6	0.0	24.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.0	0.0	0.0	0.5	0.0	18.6	0.6	0.0	24.6
Prop In Lane	0.43		0.43	0.72		0.24	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	255	0	0	257	0	0	32	0	1140	37	0	1177
V/C Ratio(X)	0.08	0.00	0.00	0.36	0.00	0.00	0.56	0.00	0.78	0.58	0.00	0.89
Avail Cap(c_a), veh/h	597	0	0	582	0	0	142	0	1295	142	0	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	22.5	0.0	0.0	24.9	0.0	6.3	24.8	0.0	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.9	0.0	0.0	14.6	0.0	2.9	13.5	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	0.0	0.4	0.0	9.6	0.4	0.0	14.0
LnGrp Delay(d),s/veh	21.5	0.0	0.0	23.3	0.0	0.0	39.5	0.0	9.1	38.3	0.0	14.4
LnGrp LOS	C			C			D		A	D		B
Approach Vol, veh/h		21			93			912			1068	
Approach Delay, s/veh		21.5			23.3			9.7			14.8	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	37.5		8.6	4.9	37.6		8.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.6	20.6		2.6	2.5	26.6		5.0
Green Ext Time (p_c), s	0.0	9.1		0.2	0.0	6.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

HCM 2010 TWSC
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Intersection	
Int Delay, s/veh	36.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	4	16	63	4	21	13	1083	59	25	910	9
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	6	0
Mvmt Flow	7	4	16	64	4	21	13	1105	60	26	929	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2163	2181	933	2161	2156	1140	938	0	0	1170	0	0
Stage 1	984	984	-	1167	1167	-	-	-	-	-	-	-
Stage 2	1179	1197	-	994	989	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	35	47	325	~ 35	48	247	739	-	-	604	-	-
Stage 1	302	329	-	238	270	-	-	-	-	-	-	-
Stage 2	234	261	-	298	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	44	325	~ 29	45	246	739	-	-	604	-	-
Mov Cap-2 Maneuver	28	44	-	~ 29	45	-	-	-	-	-	-	-
Stage 1	297	315	-	233	264	-	-	-	-	-	-	-
Stage 2	207	255	-	267	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	88.3	$ 880.9	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	69	37	604	-	-
HCM Lane V/C Ratio	0.018	-	-	0.399	2.427	0.042	-	-
HCM Control Delay (s)	10	-	-	88.3	$ 880.9	11.2	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	10	0.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
4: SR29 & Las Alcobas/Pratt Ave 22/06/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	16	63	4	21	13	1083	59	25	910	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.93	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1766	1900	1900	1793	1900
Adj Flow Rate, veh/h	7	4	16	64	4	21	13	1105	60	26	929	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	0	6	6
Cap, veh/h	104	38	88	203	8	31	24	1120	61	43	1217	12
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.68	0.68	0.02	0.69	0.69
Sat Flow, veh/h	263	431	1009	1067	90	357	1810	1658	90	1810	1773	17
Grp Volume(v), veh/h	27	0	0	89	0	0	13	0	1165	26	0	938
Grp Sat Flow(s),veh/h/ln	1703	0	0	1514	0	0	1810	0	1748	1810	0	1790
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.4	0.0	36.5	0.8	0.0	19.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	3.1	0.0	0.0	0.4	0.0	36.5	0.8	0.0	19.4
Prop In Lane	0.26		0.59	0.72		0.24	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	230	0	0	243	0	0	24	0	1180	43	0	1228
V/C Ratio(X)	0.12	0.00	0.00	0.37	0.00	0.00	0.55	0.00	0.99	0.61	0.00	0.76
Avail Cap(c_a), veh/h	541	0	0	528	0	0	129	0	1180	129	0	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	24.8	0.0	0.0	27.6	0.0	8.9	27.2	0.0	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.0	18.4	0.0	23.3	12.9	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.4	0.0	0.0	0.3	0.0	24.5	0.6	0.0	10.9
LnGrp Delay(d),s/veh	24.0	0.0	0.0	25.7	0.0	0.0	46.0	0.0	32.1	40.1	0.0	10.4
LnGrp LOS	C			C			D		C	D		B
Approach Vol, veh/h		27			89			1178			964	
Approach Delay, s/veh		24.0			25.7			32.3			11.2	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	42.0		8.9	4.7	42.6		8.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.8	38.5		2.8	2.4	21.4		5.1
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	10.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Notes

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

Agenda Item #5.2.

SIGNAL WARRANTS

Appendix

SIGNAL WARRANT DEFINITIONS
(California Manual on Uniform Traffic Control Devices[·])

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then the criteria for Warrant 1 is satisfied and Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then the criteria for Warrant 1 is satisfied and the combination of Conditions A and B is not needed.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 64 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

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[·] FHWA's MUTCD 2014 edition (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 64 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.04 Warrant 3, Peak Hour

Support:

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 64 km/h or exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to satisfy the criteria in the second category of the Standard.

Section 4C.08 Warrant 7, Crash Experience

Support:

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Source: California MUTCD, Chapter 4C – Traffic Control Signal Needs Studies

Table A-1

S.R.29-128 (Main Street)/PRATT AVENUE INTERSECTION SIGNAL WARRANT #1 EVALUATION

8 HIGHEST TRAFFIC VOLUME HOURS

EXISTING SUMMER VOLUMES

	4:00-5:00 PM	3:00-4:00 PM	5:00-6:00 PM	2:00-3:00 PM	1:00-2:00 PM	Noon-1:00 PM	10:00 – 11:00 AM	8:00 – 9:00 AM
Sum of S.R.29-128 (Main Street) Approaches	1345	1288	1281	1143	1142	1035	1035	1005
Pratt Avenue Approach	84	91	51	72	57	69	51	64

EXISTING SUMMER + PROJECT VOLUMES

	4:00-5:00 PM	3:00-4:00 PM	5:00-6:00 PM	2:00-3:00 PM	1:00-2:00 PM	Noon-1:00 PM	10:00 – 11:00 AM	8:00 – 9:00 AM
Sum of S.R.29-128 (Main Street) Approaches	1345	1288	1281	1143	1142	1035	1035	1005
Pratt Avenue Approach	88	95	55	76	61	73	55	68

YEAR 2018 VOLUMES
(The Pratt Avenue approach shows the additional Las Alcobas Hotel volumes: 4 westbound vehicles)

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	1418	1359	1351	1209	1209	1096	1096	1065
Pratt Avenue Approach	88	95	55	72	57	69	51	64

YEAR 2018 + PROJECT VOLUMES
(The Project adds an additional 4 westbound vehicles to the Pratt Avenue Approach)

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	1397	1338	1330	1188	1193	1075	1080	1044
Pratt Avenue Approach	92	99	59	76	61	73	55	69

YEAR 2035 VOLUMES

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	2078	1991	1980	1773	1847	1745	1745	1561
Pratt Avenue Approach	88	95	55	72	57	69	51	64

YEAR 2035 + PROJECT VOLUMES
(The Project adds an additional 4 westbound vehicles to the Pratt Avenue Approach)

	4:00-5:00 PM	5:00-6:00 PM	3:00-4:00 PM	2:00-3:00 PM	8:00-9:00 AM	Noon-1:00 PM	11:00 AM-Noon	1:00-2:00 PM
Sum of S.R.29-128 (Main Street) Approaches	2149	1970	1959	1752	1831	1724	1729	1540
Pratt Avenue Approach	92	99	59	76	61	73	55	69

WARRANT #1 VOLUME CRITERIA LEVELS
SINGLE LANE MAJOR STREET APPROACHES AND
SINGLE LANE SIDE STREET APPROACH

	CONDITION A MINIMUM VOLUME @ 100%	**CONDITION B INTERRUPTION OF CONTINUOUS TRAFFIC @ 100%**
Total Major Street Approaches	500	750
Minor Street Approach	150	75

	CONDITION A MINIMUM VOLUME @ 80%	CONDITION B INTERRUPTION OF CONTINUOUS TRAFFIC @ 80%
Total of Major Street Approaches	400	600
Minor Street Approach	120	60

Source: California MUTCD, Chapter 4C – Traffic Control Signal Needs Studies (see Table 4C-1, below)
Compiled by Crane Transportation Group

Appendix

California MUTCD Table 4C-1

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Condition A – Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1……	1…….	**500**	**400**	350	280	**150**	**120**	105	84
2 or more	1…….	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1……	2 or more	500	400	350	280	200	160	140	112

Condition B – Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1……	1…….	**750**	**600**	525	420	**75**	**60**	53	42
2 or more	1…….	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1……	2 or more	750	600	525	420	100	80	70	56

a. Basic minimum hourly volume.
b Used for combination of Conditions A and B after adequate trial of other remedial measures.
c May be used when the major-street speed exceeds 64 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.
d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 64 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.

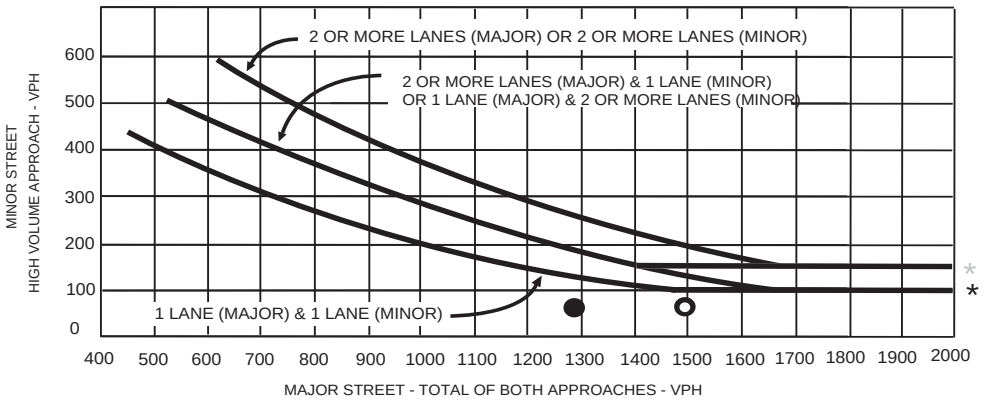
Source: California MUTCD, Chapter 4C – Traffic Control Signal Needs Studies

Agenda Item #5.2.

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2016 Weekday AM Peak Hour with Project	2016 Weekday PM Peak Hour with Project
71 vehicles minor approach	70 vehicles minor approach
1285 vehicles major approaches	1493 vehicles major approaches

* NOTE

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

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

CRANE TRANSPORTATION GROUP

Appendix Figure 1

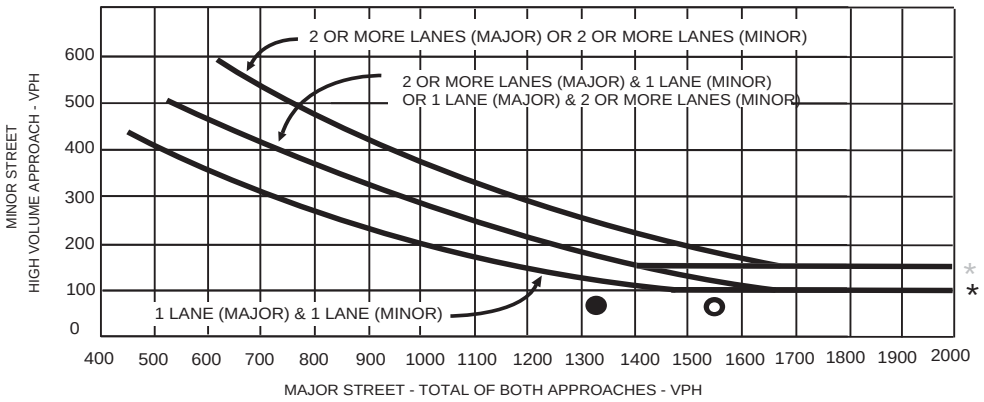
Pratt Ave/Main St (SR29-128)
Existing AM and PM With Project
Signal Warrant #3

Agenda Item #5.2.

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2018 Weekday AM Peak Hour with Project	2018 Weekday PM Peak Hour with Project
74 vehicles minor approach	72 vehicles minor approach
1337 vehicles major approaches	1554 vehicles major approaches

* NOTE

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

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

CRANE TRANSPORTATION GROUP

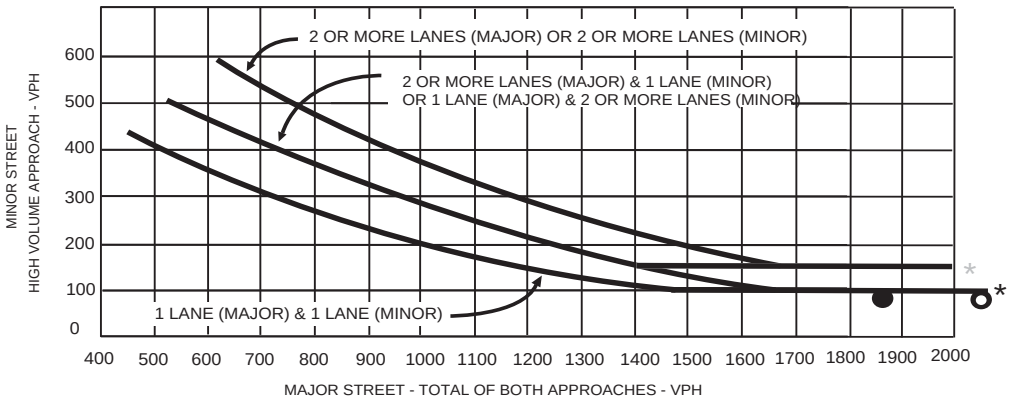
Appendix Figure 2
Pratt Ave/Main St (SR29-128)
2018 AM and PM With Project
Signal Warrant #3

Agenda Item #5.2.

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2035 Weekday AM Peak Hour with Project	2035 Weekday PM Peak Hour with Project
89 vehicles minor approach	89 vehicles minor approach
1873 vehicles major approaches	2099 vehicles major approaches

* NOTE

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

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

CRANE TRANSPORTATION GROUP

Appendix Figure 3

Pratt Ave/Main St (SR29-128)
2035 AM and PM With Project
Signal Warrant #3

Agenda Item #5.2.

8 HOURS TRAFFIC COUNT DATA

	Southbound					Westbound					Northbound					Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	3	96	0	0	99	1	1	6	0	8	3	70	6	0	79	2	2	1	0	5	191	0
7:15	4	104	0	0	108	3	1	2	0	6	1	90	3	0	94	0	0	0	0	0	208	0
7:30	6	120	0	0	126	8	0	7	0	15	0	93	6	0	99	0	0	0	0	0	240	0
7:45	5	122	1	0	128	1	0	5	0	6	1	87	7	0	95	2	1	0	0	3	232	0
Total	18	442	1	0	461	13	2	20	0	35	5	340	22	0	367	4	3	1	0	8	871	0
8:00	8	135	0	0	143	8	0	3	0	11	1	90	9	0	100	1	0	0	0	1	255	0
8:15	1	133	0	0	134	6	1	10	0	17	0	90	5	0	95	0	0	1	0	1	247	0
8:30	6	130	0	0	136	12	0	10	0	22	1	98	10	0	109	2	0	0	0	2	269	0
8:45	5	174	0	0	179	10	0	4	0	14	2	102	5	0	109	1	0	1	0	2	304	0
Total	20	572	0	0	592	36	1	27	0	64	4	380	29	0	413	4	0	2	0	6	1075	0
14:30	9	137	0	0	146	6	0	13	0	19	0	171	10	0	181	0	0	0	0	0	346	0
14:45	11	138	0	0	149	13	0	12	0	25	0	172	11	0	183	0	0	1	0	1	358	0
15:00	9	116	0	0	125	11	0	17	0	28	0	164	14	0	178	0	1	0	0	1	332	0
15:15	10	125	1	0	136	5	2	18	0	25	1	183	18	0	202	0	1	0	0	1	364	0
Total	39	516	1	0	556	35	2	60	0	97	1	690	53	0	744	0	2	1	0	3	1400	0
15:30	14	95	0	0	109	4	0	10	0	14	1	194	17	0	212	0	3	0	0	3	338	0
15:45	7	113	1	0	121	5	0	19	0	24	0	183	22	0	205	0	0	0	0	0	350	0
16:00	13	106	0	0	119	8	1	14	0	23	0	200	16	0	216	0	0	1	0	1	359	0
16:15	8	136	0	0	144	9	0	24	0	33	0	217	11	0	228	0	0	1	0	1	406	0
Total	42	450	1	0	493	26	1	67	0	94	1	794	66	0	861	0	3	2	0	5	1453	0
16:30	9	128	0	0	137	6	0	12	0	18	0	157	11	0	168	0	0	0	0	0	323	0
16:45	6	143	0	0	149	8	0	2	0	10	0	174	10	0	184	0	1	0	0	1	344	0
17:00	5	141	0	0	146	5	0	4	0	9	0	216	19	0	235	0	0	0	0	0	390	0
17:15	10	106	0	0	116	9	0	5	0	14	2	183	9	0	194	0	0	0	0	0	324	0
Total	30	518	0	0	548	28	0	23	0	51	2	730	49	0	781	0	1	0	0	1	1381	0
17:30	2	106	0	0	108	7	0	10	0	17	0	177	18	0	195	0	0	0	0	0	320	0
17:45	4	107	0	1	112	6	0	4	1	11	0	171	4	0	175	0	0	0	0	0	298	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	213	0	1	220	13	0	14	1	28	0	348	22	0	370	0	0	0	0	0	618	2
Grand Total	155	2711	3	1	2870	151	6	211	1	369	13	3282	241	0	3536	8	9	6	0	23	6798	2
Apprch %	5.4%	94.5%	0.1%	0.0%		40.9%	1.6%	57.2%	0.3%		0.4%	92.8%	6.8%	0.0%		34.8%	39.1%	26.1%	0.0%			
Total %	2.3%	39.9%	0.0%	0.0%	42.2%	2.2%	0.1%	3.1%	0.0%	5.4%	0.2%	48.3%	3.5%	0.0%	52.0%	0.1%	0.1%	0.1%	0.0%	0.3%	100.0%	

AM PEAK HOUR	Southbound					Westbound					Northbound					Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	8	135	0	0	143	8	0	3	0	11	1	90	9	0	100	1	0	0	0	1	255	
8:15	1	133	0	0	134	6	1	10	0	17	0	90	5	0	95	0	0	1	0	1	247	
8:30	6	130	0	0	136	12	0	10	0	22	1	98	10	0	109	2	0	0	0	2	269	
8:45	5	174	0	0	179	10	0	4	0	14	2	102	5	0	109	1	0	1	0	2	304	
Total Volume	20	572	0	0	592	36	1	27	0	64	4	380	29	0	413	4	0	2	0	6	1075	
% App Total	3.4%	96.6%	0.0%	0.0%		56.3%	1.6%	42.2%	0.0%		1.0%	92.0%	7.0%	0.0%		66.7%	0.0%	33.3%	0.0%			
PHF	.625	.822	.000	.000	.827	.750	.250	.675	.000	.727	.500	.931	.725	.000	.947	.500	.000	.500	.000	.750	.884	

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File Name: 16-7596-001 Pratt Ave & SR 29
Start Date: 9/1/16
Start Time:
Site Code:
Comment 1: City of St Helena
Comment 2: All Vehicles & Uturns On Unshifted
Comment 3: Bikes & Peds On Bank 1
Comment 4: Heavy Trucks On Bank 2

	Southbound					Westbound					Northbound					Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS	
12:00 AM																				0
12:15 AM																				0
12:30 AM																				0
12:45 AM																				0
1:00 AM																				0
1:15 AM																				0
1:30 AM																				0
1:45 AM																				0
2:00 AM																				0
2:15 AM																				0
2:30 AM																				0
2:45 AM																				0
3:00 AM																				0
3:15 AM																				0
3:30 AM																				0
3:45 AM																				0
4:00 AM																				0
4:15 AM																				0
4:30 AM																				0
4:45 AM																				0
5:00 AM																				0
5:15 AM																				0
5:30 AM																				0
5:45 AM																				0
6:00 AM																				0
6:15 AM																				0
6:30 AM																				0
6:45 AM																				0
7:00 AM																				0
7:15 AM																				0
7:30 AM																				0
7:45 AM																				274
8:00 AM																				766
8:15 AM																				766
8:30 AM	2	119	0	0		4	1	8	1		0	133	6	0		0	1	0	0	1079
8:45 AM	6	139	0	0		6	0	2	0		0	112	11	0		0	0	0	0	1096
9:00 AM	3	115	0	0		8	0	6	0		1	119	6	0		0	1	0	0	1065
9:15 AM	4	107	0	0		9	1	4	0		0	136	6	0		0	1	0	0	1056
9:30 AM	8	123	0	0		5	0	12	0		2	130	8	0		0	0	1	0	1069
9:45 AM	4	97	0	0		5	0	7	0		1	116	5	0		0	0	0	0	1071
10:00 AM	3	120	0	0		8	0	10	0		0	122	9	0		0	1	0	0	1068
10:15 AM	6	107	0	0		9	1	4	0		0	136	6	0		0	1	0	0	1056
10:30 AM	2	142	0	0		7	0	4	0		1	124	12	0		0	0	2	0	976
10:45 AM	7	115	5	0		6	0	4	0		3	116	9	0		0	0	0	0	902
11:00 AM	2	103	0	0		4	0	4	0		2	108	8	0		0	0	0	0	911
11:15 AM	0	93	0	0		10	0	1	0		1	92	1	0		0	0	2	0	967
11:30 AM	10	91	0	0		7	0	4	0		1	109	6	0		0	0	0	0	1089
11:45 AM	6	127	0	0		7	1	6	0		0	130	16	1		0	1	2	0	1114
12:00 PM	8	122	0	0		12	0	6	0		3	117	15	1		0	0	2	0	1107
12:15 PM	6	132	0	0		9	0	10	0		0	127	14	0		0	0	2	0	1117
12:30 PM	7	102	0	0		10	0	14	0		1	111	10	0		0	0	0	0	1114
12:45 PM	6	118	0	0		7	0	8	1		2	135	11	1		0	0	1	0	1179
1:00 PM	3	121	0	0		11	0	4	0		0	139	8	0		0	1	1	0	1203
1:15 PM	6	119	0	0		8	0	5	0		0	135	10	0		0	0	1	0	1193
1:30 PM	10	125	0	0		8	0	7	0		2	142	4	0		1	0	0	0	1200
1:45 PM	11	144	0	0		4	1	7	0		0	134	9	0		0	1	0	0	1251
2:00 PM	6	150	0	0		12	0	9	0		1	142	7	0		2	0	0	0	1218
2:15 PM	10	125	0	0		8	0	7	0		2	142	4	0		1	0	0	0	960
2:30 PM	9	139	0	0		8	0	6	0		0	152	10	0		0	0	0	0	641
2:45 PM	7	127	0	0		9	0	14	0		0	148	13	0		0	0	0	0	318
3:00 PM																				0
3:15 PM																				0
3:30 PM																				0
3:45 PM																				0
4:00 PM																				0
4:15 PM																				0
4:30 PM																				0
4:45 PM																				0
5:00 PM																				0
5:15 PM																				266
5:30 PM																				529
5:45 PM																				529
6:00 PM	3	123	0	0		6	0	4	0		0	145	4	0		0	1	0	0	639
6:15 PM	4	87	0	0		6	0	2	0		0	139	6	0		0	0	0	0	642
6:30 PM	4	89	0	0		2	0	3	0		0	127	6	0		0	0	0	0	398
6:45 PM	3	66	0	0		4	0	1	0		0	90	6	0		0	0	0	0	188
7:00 PM																				0
7:15 PM																				0
7:30 PM																				0
7:45 PM																				0
8:00 PM																				0
8:15 PM																				0
8:30 PM																				0
8:45 PM																				0
9:00 PM																				0
9:15 PM																				0
9:30 PM																				0
9:45 PM																				0
10:00 PM																				0
10:15 PM																				0
10:30 PM																				0
10:45 PM																				0
11:00 PM																				0
11:15 PM																				0
11:30 PM																				0
11:45 PM																				0

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ACCIDENT DATA

St. Helena Police Department
Collision Data
Main St/Pratt Ave

Case #	Date	Time	Location	# of V's involved	Damage	Minor injuries	Major injuries	Fatal injuries	DUI involved	Type of Collision	PCF	Details
12-0771	10/14/2012	1024	MAIN ST/PRATT AV	2	2 - Major	0	0	0	F	Broadside	22107	U-turn
13-0394	06/06/2013	1640	MAIN ST/PRATT AV	2	1 - Moderate, 1 - Mod/Major	0	0	0	F	Broadside	22106	Attempting u-turn after realizing they passed Beringer and pulled over
13-0482	07/10/2013	615	MAIN ST/PRATT AV	1	1 - Major	0	0	0	F	Hit object	22107	Distracted by child in V, drifted to right into a tree at beginning of tree tunnel
14-0106	02/20/2014	904	MAIN ST/PRATT AV	2	2 - Moderate	0	0	0	F	Side Swipe	22107	V N/B Main turned onto E/B Pratt, sideswipped V waiting on Pratt
14-0512	08/07/2014	758	MAIN ST/PRATT AV	2	1 - Moderate, 1 Major	0	0	0	F	Broadside	21802(a)	V W/B Pratt turning N/B Main, view blocked by hedge, pulled out when unsafe
15-0497	08/11/2015	1236	MAIN ST/PRATT AV	2	2 - Minor	0	0	0	F	Side Swipe	21750(a)	Attempted to pass illegally and clipped front corner of vehicle
11-0873	10/21/11	1818	MAIN ST/PRATT AV	2	Unknown	0	0	0	F	Unknown	Unknown	Record Purged
11-0982	12/2/11	1449	MAIN ST/PRATT AV	3	Unknown	0	0	0	F	Unknown	Unknown	Record Purged
11-0983	12/2/11	1524	MAIN ST/PRATT AV	2	Unknown	0	0	0	F	Unknown	Unknown	Record Purged

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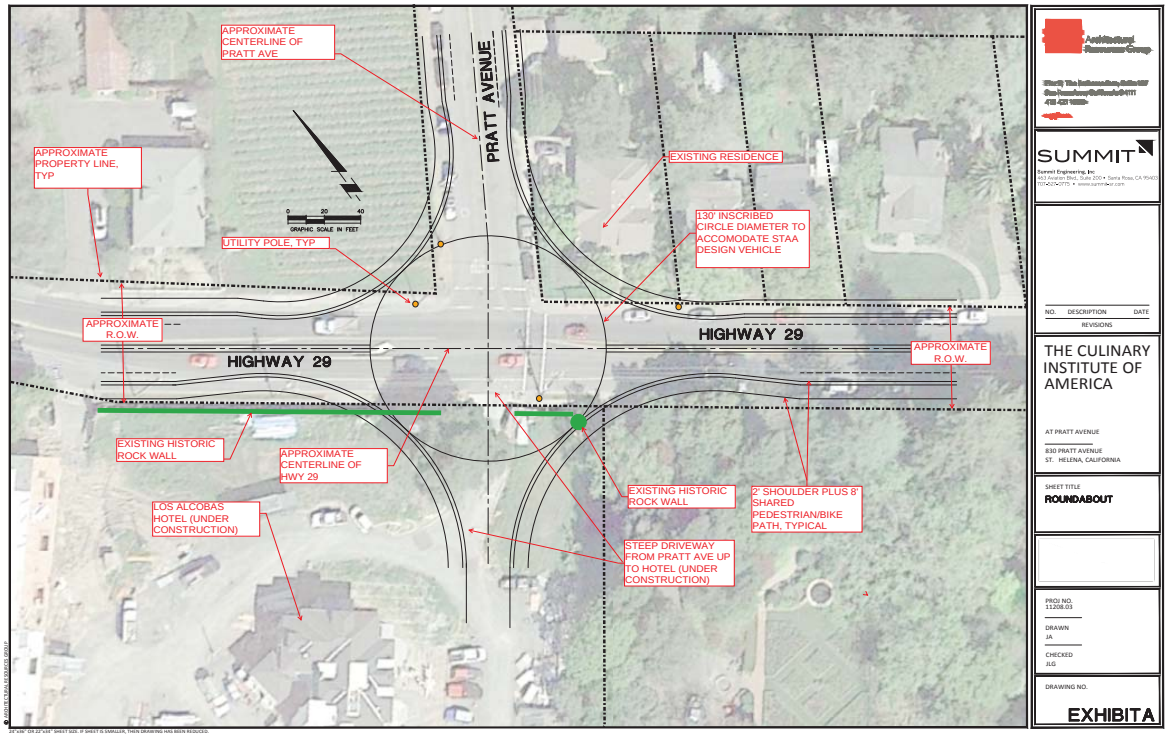
APPROXIMATE CENTERLINE OF PRATT AVE
PRATT AVENUE
APPROXIMATE PROPERTY LINE, TYP
EXISTING RESIDENCE
130' INSCRIBED CIRCLE DIAMETER TO ACCOMODATE STAA DESIGN VEHICLE
UTILITY POLE, TYP
GRAPHIC SCALE IN FEET
APPROXIMATE R.O.W.
HIGHWAY 29
HIGHWAY 29
APPROXIMATE R.O.W.
EXISTING HISTORIC ROCK WALL
APPROXIMATE CENTERLINE OF HWY 29
EXISTING HISTORIC ROCK WALL
2' SHOULDER PLUS 8' SHARED PEDESTRIAN/BIKE PATH, TYPICAL
LOS ALCOBAS HOTEL (UNDER CONSTRUCTION)
STEEP DRIVEWAY FROM PRATT AVE UP TO HOTEL (UNDER CONSTRUCTION)
SUMMIT
NO. DESCRIPTION DATE
REVISIONS
THE CULINARY INSTITUTE OF AMERICA
AT PRATT AVENUE
830 PRATT AVENUE
ST. HELENA, CALIFORNIA
SHEET TITLE
ROUNDABOUT
PROJ NO.
11208.03
DRAWN
JA
CHECKED
JLG
DRAWING NO.
EXHIBIT A

Agenda Item #5.2.

PARKING AND TRIP GENERATION DATA FROM CIA-GREYSTONE

Table 7

CULINARY INSTITUTE OF AMERICA
EXISTING WEEKDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Mid night
Admin Staff		5	10	10	10	10	10	10	10	10	10	5						
Education Staff	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15			
SIG Program & Purchasing staff	2	2	20	20	20	20	20	20	20	20	20							
Pub Ops/SE				8	8	8	8	8	8	8	8	8	8					
Campus Store & Café Staff				7	7	7	7	7	7	7	7	7	7					
Restaurant Staff Shift 1 Shift 2				10	10	10	10	10	10	10 10	10 10	10 10	10 10	10	10	10	10	10
Teachers	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	1		
AOS Students		53(1)	53	53	53	53	53	53	41	41	41	41	41	41	41			
Continuing Ed & Food Enthusiast		28(2)	28	28	28	28	28	28	28	28	28	28	28	28	28			
Restaurant Patrons (3)						35	35	35	35	35	35	35	35	35	35	10	10	
Tourists				10	10	15	15	15	15	15	15	5	5					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10		
Trades People/ Sales People			1	1	1			1	1	1	1							
TOTAL	60	146	170	205	205	244	249	**250**	238	248	248	207	202	172	167	31	20	10

BOLD type indicates maximum parking demand.
(1) 45 students now staying in dorms on CIA campus, 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 42 @ 1.5 per car.
(3) 70 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

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Table 8

CULINARY INSTITUTE OF AMERICA
EXISTING SATURDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Midnight
Admin Staff																		
Education Staff																		
Purchasing staff																		
Pub Ops/SE				6	6	6	6	6	6	6	6	6	6					
Campus Store & Café Staff				8	8	8	8	8	8	8	8	8	8					
Restaurant Staff Shift 1				10	10	10	10	10	10	10	10	10	10					
Teachers	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1		
Degree & Certificate Students		14 (1)	14	14	14	14	14	14	6	6	6	6	6	6	6			
Continuing Ed & Food Enthusiast		40 (2)	40	40	40	40	40	40	40	40	40	40	40	40	40			
Restaurant Patrons (3)						40	40	40	40	40	40	40	40	40	40	5	5	
Tourists				10	10	15	15	15	15	15	15	5	5					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10		
Trades People/ Sales People			1	1	1		1	1	1	1	1							
TOTAL	18	72	73	107	107	151	**157**	**157**	149	149	149	133	133	104	104	16	5	

BOLD type indicates maximum parking demand.
(1) 24 students - 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 60 @ 1.5 per car.
(3) 80 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

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Table 9

CULINARY INSTITUTE OF AMERICA
EXISTING WEEKDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITH MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Mid night
Admin Staff		1	5	5	5	5	5	5	5	5	5	1						
Education Staff	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15			
Purchasing staff	1	1	5	5	5	5	5	5	5	5	5							
Pub Ops/SE				8	8	8	8	8	8	8	8	8	8					
Campus Store & Café Staff				7	7	7	7	7	7	7	7	7	7					
Restaurant Staff Shift 1 Shift 2				10	10	10	10	10	10	10	10	10	10					
Teachers	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	1		
AOS Students		53(1)	53	53	53	53	53	53	41	41	41	41	41	41	41			
Continuing Ed & Food Enthusiast		11(2)	11	11	11	11	11	11	11	11	11	11	11	11	11			
Restaurant Patrons (3)						18	18	18	18	18	18	18	18	18	18	5	5	
Tourists				5	5	10	10	10	10	10	10	2	2					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10		
Trades People/ Sales People			1	1	1			1	1	1	1							
TOTAL	59	124	133	163	163	185	190	**191**	179	179	179	156	155	128	123	16	5	

BOLD type indicates maximum parking demand.
(1) 45 students now staying in dorms on CIA campus, 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 16 @ 1.5 per car.
(3) 35 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

Table 10

CULINARY INSTITUTE OF AMERICA
EXISTING SATURDAY PARKING DEMAND AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITH MASTER PLAN)

	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Noon	Noon-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00	8:00-9:00	9:00-10:00	10:00-11:00	11:00-Midnight
Admin Staff																		
Education Staff																		
Purchasing staff																		
Pub Ops/SE				6	6	6	6	6	6	6	6	6	6					
Campus Store & Café Staff				8	8	8	8	8	8	8	8	8	8					
Restaurant Staff Shift 1				10	10	10	10	10	10	10	10	10	10					
Teachers	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1		
AOS Students		14	14	14	14	14	14	14	6	6	6	6	6	6	6			
Continuing Ed & Food Enthusiast		20	20	20	20	20	20	20	20	20	20	20	20	20	20			
Restaurant Patrons (3)						20	20	20	20	20	20	20	20	20	20	5	5	
Tourists				5	5	10	10	10	10	10	10	2	2					
De Baun Theater							5	5	5	5	5							
Maintenance, Repair and Janitorial	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Trades People/ Sales People			1	1	1		1	1	1	1	1							
TOTAL	6	40	41	70	70	89	**100**	**100**	92	92	92	78	78	52	52	9	5	

BOLD type indicates maximum parking demand.
(1) 24 students now staying in dorms on CIA campus, 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 30 @ 1.5 per car.
(3) 40 patrons @ 2.0 per car

Source: Crane Transportation Group based upon input from Culinary Institute of America

Appendix Table A
CULINARY INSTITUTE OF AMERICA - GREYSTONE
EXISTING WEEKDAY TRIP GENERATION AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN PROJECT) 6:00 AM to 3:00 PM; "With Master Plan Project" reductions are shown in bold text

	6:00-7:00 AM		7:00-8:00 AM		8:00 – 9 :-00 AM		9:00 – 10:00 AM		10:00 – 11:00 AM		11:00 AM-12:00 NOON		12:00 – 1:00 PM		1:00 – 2:00 PM		2:00 – 3:00 PM	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Staff			5		5 **-5** (4)								2	2				
Education Staff	15														15	15		
SIG Program & Purchasing staff	2				21 **-16** (4)	3 **-3** (4)							5	5				
Pub Ops/SE					8								1	1				
Campus Store & Café Staff					7								1	1				
Restaurant Staff Shift 1 Shift 2					10													
Teachers	28														28	28		
AOS Students			53								3	3				53	41	
Continuing Ed & Food Enthusiast			28												28	28		
Restaurant Patrons (3)											35		5	5	5	5	5	5
Tourists							10		5	5	8	3	3	3	2	2	3	3
De Baun Theater													5					
Maintenance, Repair and Janitorial	15																15	15
Trades People/ Sales People					1		1	1	1	2					1		1	1
Shuttles	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Deliveries					1		2	1	2	1					2		2	1
TOTAL	64	4	90	4	57 **- 21 (4)**	7 **-3** (4)	17	6	12	12	50	10	26	21	85	135	71	29

(1) 45 students now staying in dorms on CIA campus; 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 42 @ 1.5 per car.
(3) 70 patrons @ 2.0 per car
(4) "With Project" reductions 7:45 – 8:45 AM: 21 inbound, 3 outbound
Source: Crane Transportation Group based upon input from Culinary Institute of America

Agenda Item #5.2.

Appendix Table B
CULINARY INSTITUTE OF AMERICA - GREYSTONE
EXISTING WEEKDAY TRIP GENERATION AT CIA CAMPUS (EDUCATION & TOURIST PEAK SEASON)
(WITHOUT MASTER PLAN PROJECT) 3:00 PM to 12:00 MIDNIGHT; "With Master Plan Project" reductions are shown in bold text

	3:00-4:00 PM		4:00-5:00 PM		5:00 – 6:-00 PM		6:00 – 7:00 PM		7:00 – 8:00 PM		8:00-9:00 PM		9:00 – 10:00		10:00 –11:00		11:00 – 12:00 MIDNIGHT	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Staff				10 **-5** (4)		5												
Education Staff												15						
SIG Program & Purchasing staff				20 **-15** (4)														
Pub Ops/SE								8										
Campus Store & Café Staff								7										
Restaurant Staff Shift 1 Shift 2	10							10										10
Teachers				2	2							28						
AOS Students				2	2							41						
Continuing Ed & Food Enthusiast			1 **-1** (4)	1								28						
Restaurant Patrons (3)	5	5	4 **-1** (4)	4	4	4	15	15	15	15	10	10		25		10		
Tourists	10	10	15 **-5** (4)	15 **-5** (4)		10		5										
De Baun Theater				5														
Maintenance, Repair and Janitorial			2	2						5				10				
Trades People/ Sales People	1	1		2														
Shuttles	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
Deliveries		1	3 **-3** (4)	5		3												
TOTAL	29	21	29 **-10** (4)	72 **-25** (4)	12	21	19	49	19	24	14	111	4	39		10		10

(1) 45 students now staying in dorms on CIA campus, assume 70% of these students have cars. Also project that 85% of students living off-site, and not at Vineyard Lodge housing, drive to/from campus on a 70/30 split AM/PM.
(2) 42 @ 1.5 per car.
(3) 70 patrons @ 2.0 per car
(4) "With Project" reductions 4:00 – 5:00 PM: 10 inbound, 25 outbound
Source: Crane Transportation Group based upon input from Culinary Institute of America

Agenda Item #5.2.

PACIFIC TREE CARE

Joseph A. Schneider Certified Arborist WE-0156A
Jacob I. Schneider Certified Arborist WE-5478A

September 2, 2016

Tree Protection Guidelines
And Specifications
Developed for
Culinary Institution of America
830 Pratt Ave.
St. Helena, CA 94574
APN # 009-010-024

TREE PROTECTION GUIDELINES

1. **Fencing** – A Tree Protection Zone (TPZ) shall be established for all trees to be retained. A woven wire fence anchored with t posts is to be erected at the dripline or 2-feet behind the construction envelope should approved work encroach close to the main stem of protected trees. The 2 foot setback will provide room for the activities during construction to occur. Heavy equipment will be restricted to the construction envelope. All work within the TPZ is to be done by hand or with the use of light equipment. **The fence shall not be altered or removed by anyone other than the Consulting Arborist or his designee. It shall be the contractor's responsibility to maintain the fence.** The fence shall remain on site until all construction activities are complete. The fence can be removed for the installation of the landscape.

2. **Grading** – No grade changes shall occur within the TPZ. If as a result of grading within the construction envelope roots are encountered, the roots shall be pruned properly and neatly back to the Tree Protection Fence or the edge of the excavation. No seals or dressing are necessary. The final pruning cut should be free of all shattered material throughout the circumference of the affected root. **The Consulting Arborist, or his designee, shall be onsite when construction or grading occurs next to the TPZ.**

3. **Trenching/Tunneling** –
   - All roots encountered outside the TPZ will be pruned neatly and promptly.
   - Roots encountered within the TPZ that are 1 ½" in diameter and smaller shall be pruned neatly. Roots larger than 1 ½" in diameter will be tunneled under leaving all bark intact.
   - Backfill trenches with native soils which are free of organic material.

4. **Pruning** – Pruning may be needed to achieve elevations over the proposed structures. Where possible, branches will be thinned to achieve elevation, and where necessary the entire branch will be removed back to the mainstem. All pruning applications shall coincide with the International Society of Arboriculture Guidelines and ANSI Pruning Standards; all prunings are to be overseen by the Consulting Arborist.

5. **Cleaning of Construction Tools or Equipment** – The cleaning of construction tools or equipment (particularly masonry tools) shall occur far from the trees to discourage toxic leachades from entering the TPZ.

6. **Soil Enhancement** – Prior to construction, all trees within the TPZ will be treated by injecting into the surrounding soils, where penetration is possible, a solution of mycorrhizal inducing spores to assist the trees' root system in absorption of micronutrients, mineral and moisture. Where compacted soils are encountered, 3" diameter holes shall be augured through the hard surfaces, or compressed air shall be used to relieve compaction. The goal is to increase water percolation and aeration processes. The holes shall be back filled with a soil medium conducive to root generation; the medium must be approved by the Consulting Arborist. A top dressing of chip mulch, 8" deep but not touching the mainstems of the trees, will be maintained at all times in the TPZ.

7. **Final Landscape Plan** – The final landscape plan shall compliment the biological necessity of the existing trees. The methodology of installations and planting palate must be approved by the Consulting Arborist prior to

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Email: info@pacifictreecare.com ·www.pacifictreecare.com
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installation. All plants selected to reside within the TPZ shall be irrigated by drip style emitters. No overhead irrigation is allowed within the TPZ of protected trees.

8. **Rain Water and Landscape Irrigation** – Rain water or excessive gathered landscape irrigation must be dispersed outside the TPZ between the months of May and November.

9. **Notification** – When work is to be performed in the TPZ, the Consulting Arborist, or his designee, shall be onsite. A 48-*hour confirmed notice must be received by the Consulting Arborist* prior to commencing with activities in the TPZ. Onsite Arborist rate is $120.00 per man, per hour.

10. **Modifications -** Any modifications to activities within the TPZ must be in writing prior to deviation from said plan. The consulting Arborist must approve any and all changes.

11. Tree Removals – Only trees approved during the process of application may be removed. If additional trees are to be removed the applicant must get approval from the Planning Department or Public Works. All removals shall be done without damaging preserved trees.

12. These Tree Protection Guidelines shall be reproduced in full on the cover of the development plans. Each TPZ shall be clearly illustrated on page L1.

Respectfully Submitted,

Joseph Allan Schneider

Joseph Allan Schneider
ISA Certified Arborist WE-0156A
Member American Society of Consulting Arborists
Tree Risk Assessment Qualified

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HYDROLOGY
AND
HYDRAULIC CALCULATIONS

FOR

CULINARY INSTITUTE OF AMERICA
VINEYARD LODGE EXPANSION

830 PRATT AVENUE
ST. HELENA, CALIFORNIA
APN 009-010-024

DECEMBER 11, 2008

PROJECT NO: 2008016

Prepared by:

SUMMIT

SUMMIT ENGINEERING, INC.
Consulting Civil Engineers
463 Aviation Blvd. Ste 200
Santa Rosa, CA 95403
(707) 527-0775

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General Information 1

Rainfall Data/Design Parameters 1

Flow and C-Value Calculations..... 2

ENCLOSURE A

Normal Annual Precipitation

Mean Annual Precipitation vs. P_{60}

Intensity – Duration Chart

Runoff Characteristics of Watersheds

MAPS

Existing Hydrology Areas (H1)

Proposed Hydrology Areas (H2)

GENERAL INFORMATION

This report provides background data and calculations demonstrating no increase in runoff from pre development conditions to post development conditions at the Culinary Institute of America, Vineyard Lodge Expansion located at 830 Pratt Avenue, in Napa County, California (APN 009-010-024).

RAINFALL DATA/DESIGN PARAMETERS

Review of Napa County Road & Street Standards provides the following mathematical models and constant values used in the hydrologic analysis. The charts and figures used to calculate these values are provided in Enclosure A. Additionally, Enclosure B provides further information on the surrounding soil types and locations.

Mean Seasonal Precipitation	I = 34 In/Yr.
Initial Time of Concentration	T_c = 10 min

CIA Vineyard Lodge Expansion
Hydrology Calculations based on Napa County Requirements

Project Parameters:

Normal Annual Precipitation	34 in/yr		
60 Minute Rainfaill (P60)	1.05 (10 year)		
	1.5 (100 year)		
Intensity (I)	2.49 in/yr	(10 year)	(Q10 = runoff for 10 year storm event)
	3.19 in/yr	(100 year)	(Q100 = runoff for 100 year storm event)
Total Area	2.52 acres		

Pre- Construction Weighted C Factor

Surface	Area (ac)	C factor
Impervious	1.14	0.90
Pervious	1.38	0.35
Weighted C		**0.60**

Post Construction Weighted C Factor

Surface	Area (ac)	C factor	A*C
Bioswale	0.14	0.20	0.03
Landscape	0.48	0.20	0.10
Orchard	0.28	0.45	0.13
Impervious	0.78	0.90	0.70
Pervious Pavement	0.84	0.45	0.38
Weighted C			**0.53**

Runoff Calculation (Q=CIA)

Q event	Pre	Post
Q10	3.76	3.31
Q100	4.81	4.24

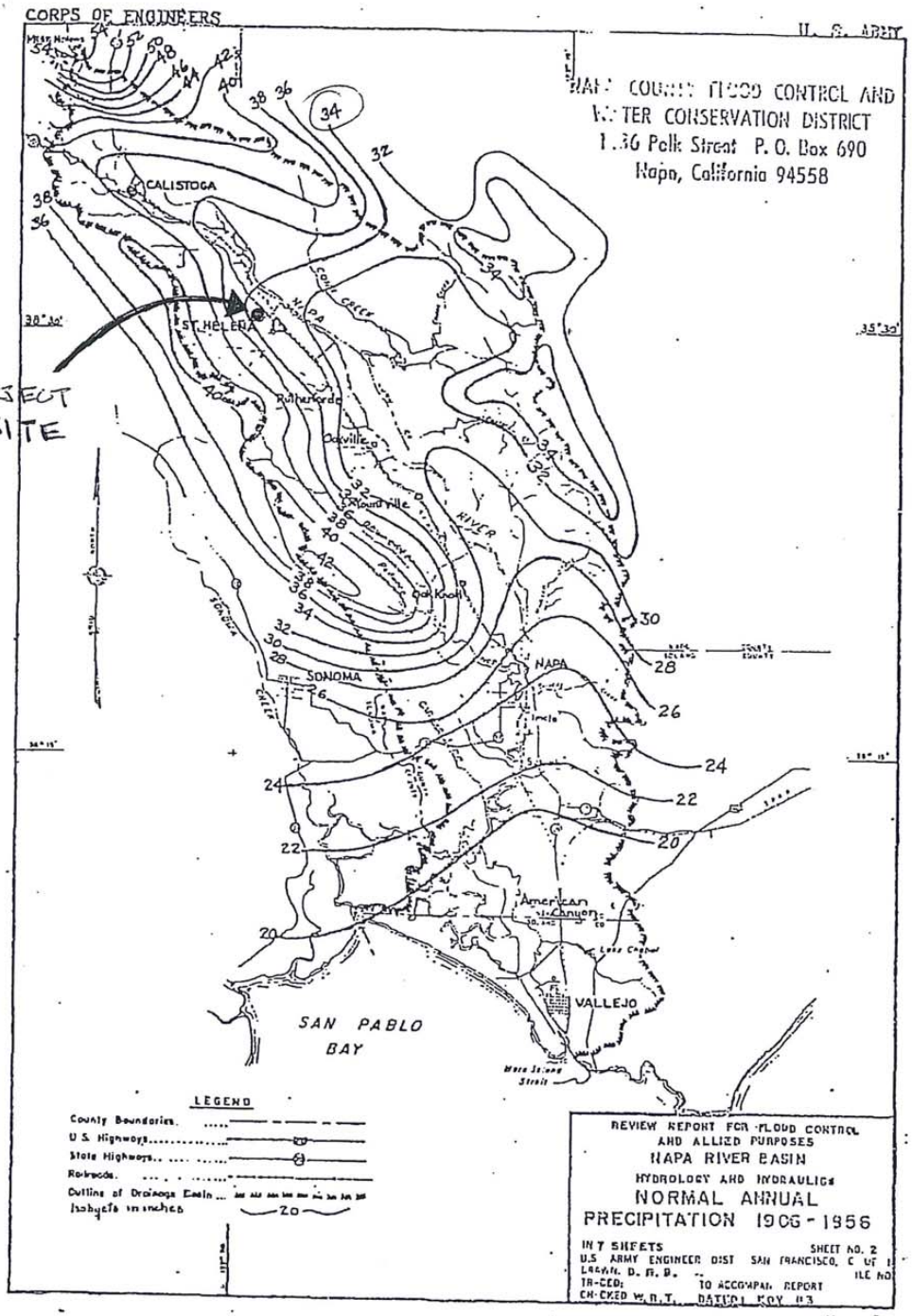
CONCLUSION: **Post- Construction runoff does not exceed pre-construction runoff**

HYDROLOGY AND HYDRAULIC CALCULATIONS
CULINARY INSTITUTE OF AMERICA
VINEYARD LODGE EXPANSION

ENCLOSURE A

NORMAL ANNUAL PRECIPITATION
MEAN ANNUAL PRECIPITATION VS. P_{60}
INTENSITY-DURATION CHART

Agenda Item #5.2.



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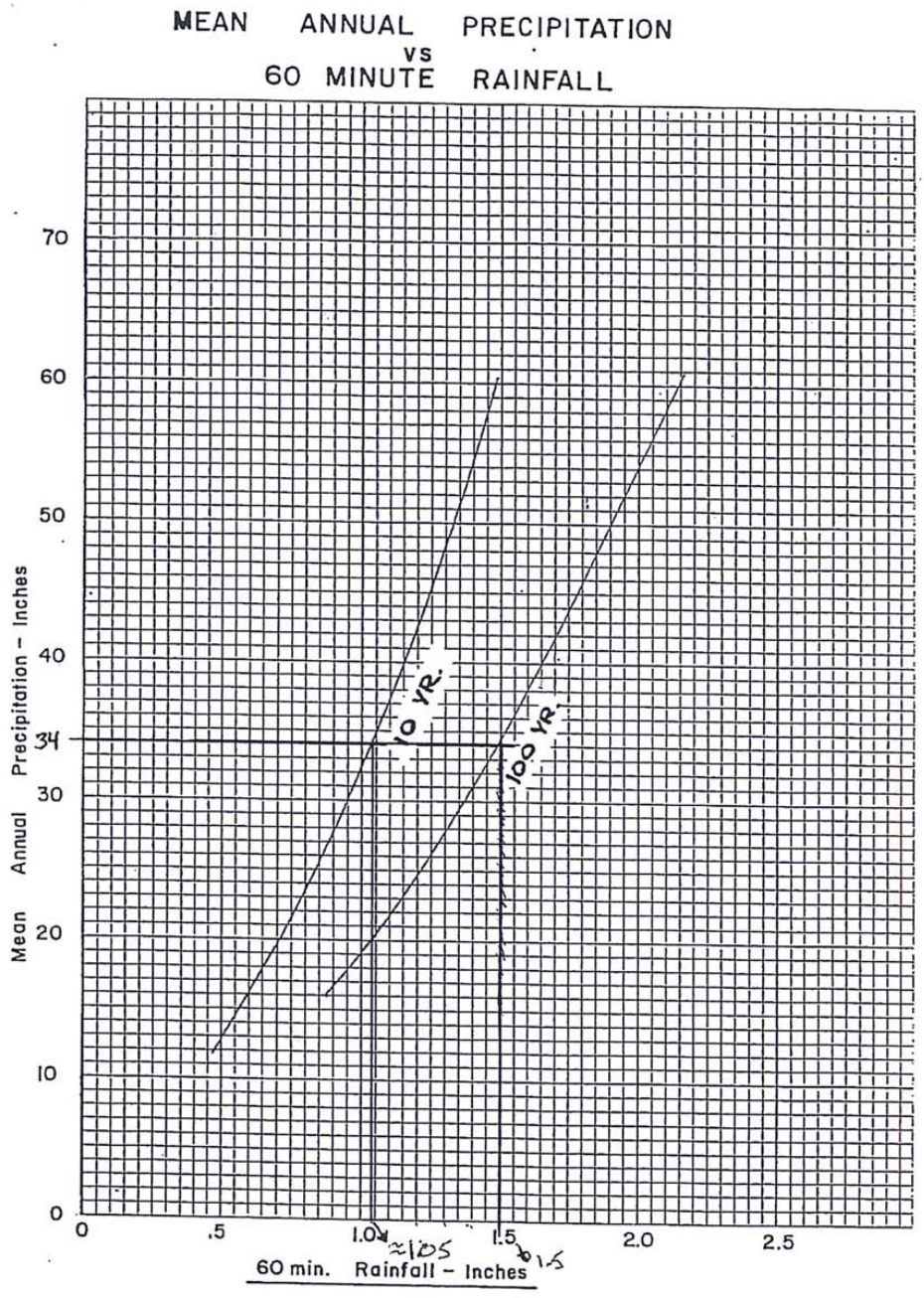

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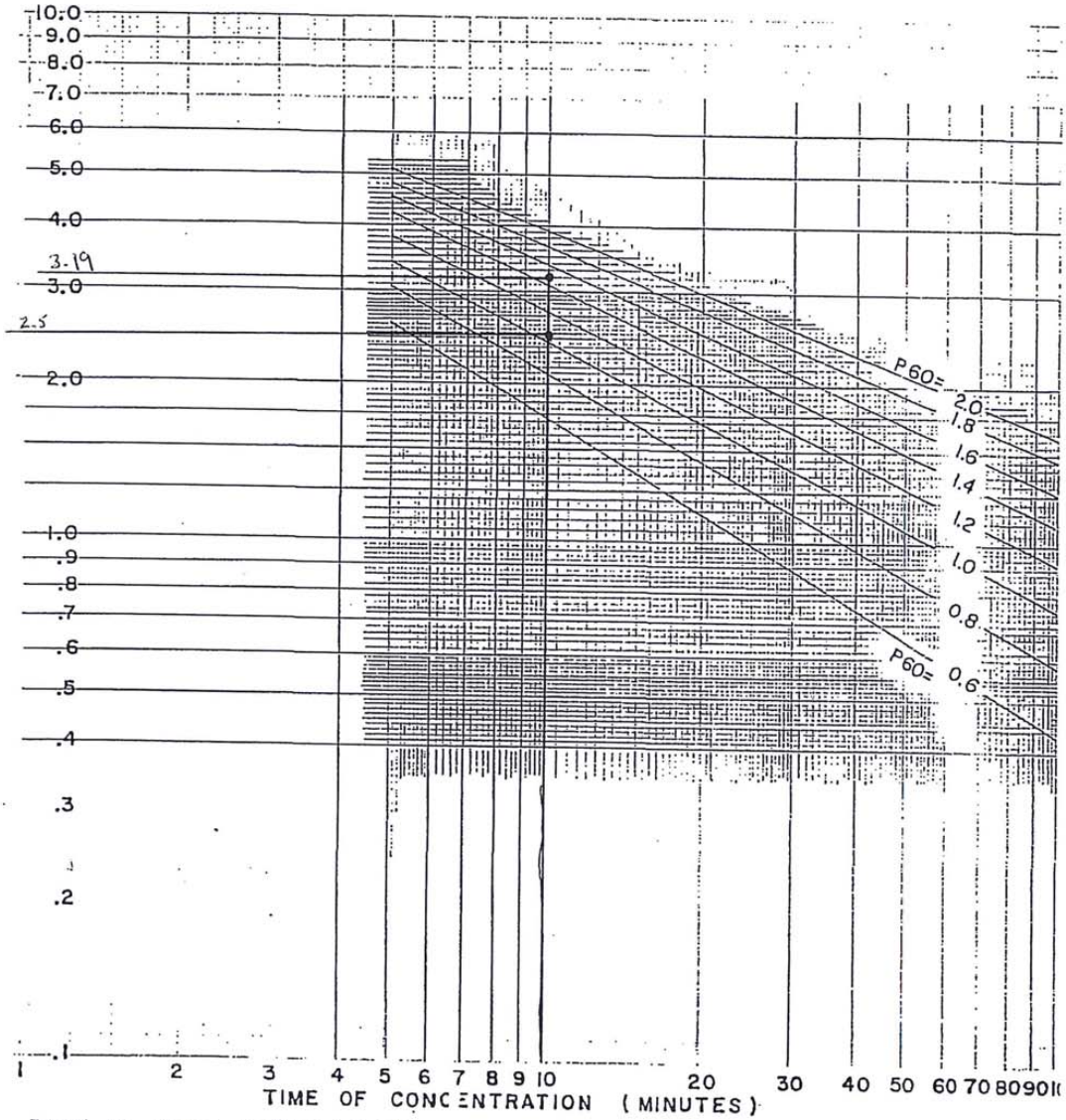
12-185

INTENSITY – DURATION CHART



Based on figure 7-8II.6 (-8-64)
State of California
Division of Highways
Planning Manual

Logarithmic, 2 x 2 Cycles

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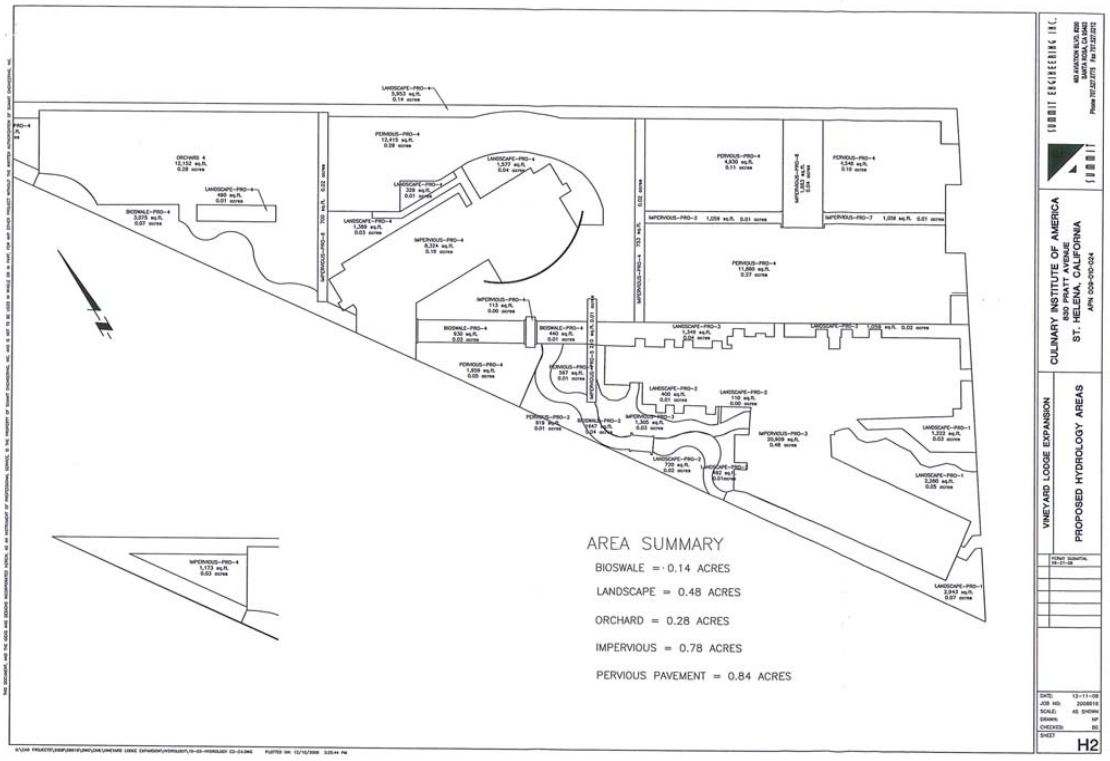
HYDROLOGY AND HYDRAULIC CALCULATIONS
CULINARY INSTITUTE OF AMERICA
VINEYARD LODGE EXPANSION

SITE MAPS

Agenda Item #5.2.



Agenda Item #5.2.

CIA

SUMMIT

PROJECT NO. 08016 DATE 6/19/08
BY CRA CHK ____ SHT NO ___ OF ___

TOTAL AREA (EXCLUDING EXISTING PARKING) = 1.06 ACRES

PRE CONSTRUCTION: IMPERVIOUS = 0 ACRE (0%)
PERVIOUS = 1.06 ACRE (100%)

POST CONSTRUCTION: IMPERVIOUS = .9 ACRES (85%)
PERVIOUS = .16 ACRES (15%)

SITE FALLS UNDER LEEDS STORMWATER QUANTITY CONTROL CASE 1 - EXISTING IMPERVIOUSNESS ≤ 50%

PRE CONSTRUCTION

C = .34

VOLUME ($V = .08CkA$) AS PER SUSUMP

$V = (.08)(.34)(1.2)(1.06)$

$= .035$ ACRE ft · 43,560 ft³/ACRE

$V_{pre} = 1,507 ft^3$

POST CONSTRUCTION

$C_w = \frac{(.34)(.16) + (.9)(.9)}{.16 + .9}$

$C_w = .815$

$V = (.08)(.815)(1.2)(1.06)$

$= .0829$ Ac ft · 43,560 ft³/ACRE

$V_{post} = 3,612 ft^3$

VOLUME DIFFERENCE = $V_{post} - V_{pre}$

$= 3,612 ft^3 - 1507 ft^3 = 2,105 ft^3$

Cont. →

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CIA

SUMMIT

PROJECT NO. 08016 DATE
BY CHK SHT NO OF

VOLUME USING LEED SEMI-ARID WATERSHED DATA

.75 INCHES OVER 1.06 ACRE $\left(V = \frac{P \cdot A}{12'}\right)$ P=.75

$\frac{.75''}{12''/ft} \cdot 1.06 \text{ ACRE} \cdot 43{,}560 ft^3/\text{ACRE}$

$= \boxed{2886 ft^3}$

$R_v = 0.05 + .009(i)$

i = % IMPERVIOUSNESS

Q

USING i = .19 (FROM NOAA)

$Q_{pre} = (.34)(.19)(1.06)$ $Q_{post} = (.815)(.19)(1.06)$

$\boxed{Q_{pre} = .068 \text{ cfs}}$ $\boxed{Q_{post} = .164 \text{ cfs}}$

COMPARE WITH: i = 1.68 (FROM $i = 5.12 (Y)^{.1469} (t)^{-.528}$ Y=2 t=10

$Q_{pre} = (.34)(1.68)(1.06) = \boxed{.605 \text{ cfs}}$ $Q_{post} = (.815)(1.68)(1.06) = \boxed{1.45 \text{ cfs}}$

ROOF AREA = .14 ACRES

USING i = .19

$Q = (.9)(.19)(.14)$

$Q = .024$ cfs

USING i = 1.68

$Q = (.9)(1.68)(.14)$

$Q = .211$

ROOF VOLUME AS PER SUSUMP

$V = (.08)(.9)(1.2)(.14)$

$V = .012 \text{ Acre-ft} \cdot 43{,}560 ft^3/\text{ACRE}$

$V = 527 ft^3$

ROOF VOLUME AS PER LEEDS

$V = \frac{.75'' \cdot (.14 \text{ ACRE})(43{,}560 ft^3/\text{ACRE})}{12''/ft}$

$V = 381 ft^3$

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2Yr 24 hr

SUMMIT

PROJECT NO. 0846 DATE

BY CHK SHT NO OF

$C_{pre} = .55$ $C_{post} = .85$

$t_{c\,pre} = 10$ min $T_{c\,post} = 8$ min

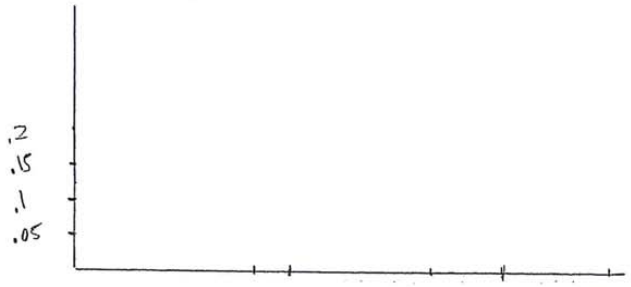
$I = .19$ in/hr of 24 hr

$Q_{pre} = CIA = (.55)(.19)(1.73)$

$Q_{pre} = .18$ cfs

$Q_{post} = CIA = (.85)(.19)(1.73)$

$Q_{post} = .28$ cfs



$$V_s = T_d Q_p - Q_A T_d - Q_A T_p + \frac{(\alpha Q_A T_p)}{2} + \frac{Q_A^2 T_p}{2Q_p}$$

T_d = duration in min. = 1440 ? (NOT POSSIBLE)

Q_p = Peak Q post = .28

Q_A = Peak Q pre = .18

T_p = peak T post = 8

$\alpha = \frac{T_{pre}}{T_{post}}$

$$V_s = \left(\frac{1440}{30}_{min}\right)(.28\,cfs) - (.18)\left(\frac{1440}{30}\right) - (.28)(8) + \frac{\left(\frac{10}{8}\right)(.18)(8)}{2} + \frac{(.18)^2 \cdot 8}{2(.28)}$$

$403.2 - 259.2 - 2.24 + .9 + .462857$

$= (143.123) \cdot 60\,s/m = \boxed{8,587\ cf}$

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Agenda Item #5.2.

	Area(acre)	C	K	i	Volume(cu.ft.)	Q(cfs)
Job site(pre)	1.73	0.55	1.2	0.19	3978.94464	0.180785
Job site(post)	1.73	0.85	1.2	0.19	6149.27808	0.279395
Impervious(pre)	0.67	0.9	1.2	0.19	2521.60128	0.11457
Pervious(pre)	1.06	0.34	1.2	0.19	1507.106304	0.068476
Impervious(post	1.57	0.9	1.2	0.19	5908.82688	0.26847
Pervious(post)	0.16	0.34	1.2	0.19	227.487744	0.010336
Roof	0.14	0.9	1.2	0.19	526.90176	0.02394

Pasture	0.12 - 0.62
Residential areas	0.3 - 0.75
Business areas	0.5 - 0.95
Industrial areas	0.5 - 0.9
Asphalt streets	0.7 - 0.95
Brick streets	0.7 - 0.85
Roofs	0.75 - 0.95
Concrete streets	0.7 - 0.95

Error Messages given by calculation
"Need 0<c<1", "Need i>0" "Need A>0". Input values must be in these ranges.

References and Bibliography
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Chow, Ven Te, David R. Maidment, and Larry W. Mays. 1988. Applied Hydrology. McGraw-Hill.

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LMNO@LMNOeng.com http://www.LMNOeng.com

Rational Equation Calculator	Compute peak discharge from a drainage basin using the Rational equation

To: Time of Concentration Calculation
SCS TR-55 Peak Discharge Calculator Detention Storage Calculator
Unit Conversions Calculator
LMNO Engineering home page (more calculations) Trouble printing?

www.LMNOeng.com	Click to Calculate	
Rational runoff coefficient, c:	0.4	
Rainfall intensity, i:	3.5	inch/hour
Drainage area, A:	12.0	acre
Peak discharge, Q:	Will be computed	cubic foot per second, cfs

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The Rational equation is the simplest method to determine peak discharge from drainage basin runoff. It is not as sophisticated as the SCS TR-55 method, but is the most common method used for sizing sewer systems.

Rational Equation: Q=ciA
The Rational equation requires the following units:
Q = Peak discharge, cfs
c = Rational method runoff coefficient
i = Rainfall intensity, inch/hour
A = Drainage area, acre

Note that our calculation allows you to use a variety of units.

The Rational method runoff coefficient (c) is a function of the soil type and drainage basin slope. A simplified table is shown below. See the references at the bottom of the page for more complete tables including impact of slope.

The Rainfall intensity (i) is typically found from Intensity/Duration/Frequency curves for rainfall events in the geographical region of interest. The duration is usually equivalent to the time of concentration of the drainage area. The storm frequency is typically stated by local authorities depending on the impact of the development. A 10-yr, 25-yr, 50-yr, or even 100-yr storm frequency may be specified.

Simplified Table of Rational Method Runoff Coefficients (see references below)

Ground Cover	Runoff Coefficient, c
Lawns	0.05 - 0.35
Forest	0.05 - 0.25
Cultivated land	0.08-0.41
Meadow	0.1 - 0.5
Parks, cemeteries	0.1 - 0.25
Unimproved areas	0.1 - 0.3

Agenda Item #5.2.

WASTEWATER FEASIBILITY STUDY

Culinary Institute of America – Vineyard Lodge

830 Pratt Ave, St. Helena, California

APN 009-010-024

SUMMIT

CIVIL STRUCTURAL ELECTRICAL WATER|WASTEWATER

Project No. 2016040
June 15, 2016
Revised: September 2, 2016

CIA – Vineyard Lodge
Wastewater Feasibility Study
June 15, 2016
Revised: September 2, 2016

SUMMIT ENGINEERING, INC.
Project No. 2016040

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Odor Control 7
Protection 8
Alternative Courses of Action 8

LIST OF ENCLOSURES

Enclosure A: Wastewater System Schematic
Enclosure B: Manufacturer's Specification Sheets for Fixtures

CIA – Vineyard Lodge
Wastewater Feasibility Study
June 15, 2016
Revised: September 2, 2016

SUMMIT ENGINEERING, INC.
Project No. 2016040

PROJECT OVERVIEW

The Culinary Institute of America Vineyard Lodge is applying for a Use Permit modification for improvements to the existing dormitory facility located at 830 Pratt Avenue, in St. Helena (APN 009-010-024). The project site is located approximately ¼ mile east of Highway 29, and in the northern portion of the St. Helena city limits. The project site extends over a gently sloping terrain along the valley floor, sloping northeast at approximately 3% or less towards the Napa River.

The Vineyard Lodge site is made up of a single 2.61 acre parcel, with two existing dormitory buildings, Vineyard Lodge 1 and Vineyard Lodge 2, housing 41 and 60 beds, respectively. The Use Permit Application includes demolition of the existing 41-bed dormitory and construction of three new dormitory buildings. The new dormitories will provide a total of 164 new beds, for a net increase of 123 beds. The new dormitories will provide capacity for 224 residents.

The existing sanitary sewage (SS) system serving the dormitories consists of a primary treatment system that discharges primary treated SS into the City of St. Helena sewer system, through an existing 3" SS existing force main and flowmeter located along the southwestern edge of the parcel. The primary treatment system consists of existing 2,000 gallon and 2,500 gallon septic tanks receiving SS from the newer Vineyard Lodge 2 building, and an approximate 2,000 gallon septic tank serving the older Vineyard Lodge 1 building. A pump sump collects SS effluent from both septic tank systems and pumps it into the City of St. Helena sewer collection system via the 3" SS force main. The pump sump has demand activated duplex lead/lag pumps and is controlled by float switches.

The upgraded SS primary treatment system will utilize new septic and pump tanks to serve the proposed buildings and the existing 60-bed dormitory. A new equalization pump tank will be used to collect and store all flows from the site, and discharge to the City of St. Helena sewer system via connection to the existing SS force main. The equalization pump tank will utilize onsite storage capacity and equivalent pumps to maintain the same instantaneous peak flow of the existing facilities. Summit Engineering has prepared the following Wastewater Feasibility Study outlining the proposed SS flows, and associated collection, storage and discharge systems.

SANITARY SEWAGE MANAGEMENT SYSTEM

Vineyard Lodge intends to utilize and improve the existing SS wastewater management in accordance with all City of St. Helena Department of Public Works wastewater collection requirements. SS flows will undergo primary treatment in septic tanks, which will produce effluent that is of higher quality than residential wastewater. Primary treated effluent will be conveyed to the municipal sewer system through the existing 3-inch diameter SS force main and relocated flowmeter on the parcel.

The proposed SS management system has been sized for a peak daily wastewater flow of approximately 9,605 gallons per day (gpd), a projected net increase of 3,232 gpd over the existing average recorded flow of 6,373 gpd.

SANITARY SEWAGE CHARACTERISTICS

SS will consist primarily of wastewater generated from dormitory restrooms, showers, and common areas. Typical SS is expected to be similar to residential strength wastewater, with characteristics summarized below:

TABLE 1.TYPICAL SANITARY SEWER CHARACTERISTICS

Characteristic	Units	Raw Wastewater Range[1]
BOD_s	mg/L	110 - 220
Grease	mg/L	50-100
Total Suspended Solids (TSS)	mg/L	100 - 220
Volatile Suspended Solids	mg/L	80 - 165
Total Dissolved Solids (TDS)	mg/L	250 - 500
Nitrogen	mg/L	20 - 40
Nitrate	mg/L	0
Phosphorous	mg/L	4 - 8
Alkalinity ($CaCO_3$)	mg/L	50 - 100
Chloride	mg/L	30 - 50
Sulfate	mg/L	20 - 30

[1]Typical composition of untreated domestic wastewater, Metcalf & Eddy, "Wastewater Engineering, Third Edition", 1991

DORMITORY SANITARY SEWAGE DESIGN FLOWS

The proposed SS management system at Vineyard Lodge will convey wastewater generated from the dormitory restrooms, showers and common areas. Students will spend a large portion of their day outside of the dormitories, so a lower estimate than the typical daily per capita water use has been used to calculate wastewater generation. The average daily water use for the Pratt Avenue site from May 2014 through May 2015 was 6,373 gpd based on billing records, with a total occupancy of 101 residents, resulting in an average water demand of approximately 63 gpcd. The water use records also include irrigation at the facility, therefore the 63 gpcd wastewater generation estimate is conservative. The Environmental Protection Agency's Onsite Wastewater Treatment Systems manual recommends a daily flow rate of 25-60 gpcd for boarding houses, with 40 gpcd being typical, so the data based flow estimate is in line with industry standards and recommendations.

Peak Day Wastewater Generation – Existing Dormitory Building

Full-time Residents	60	x	63	gpcd	=	3,780	gpd	
Existing Building Design Flow					=	**3,780**	**gpd**	

Additionally, the City of St. Helena Water Neutral Policy for Development provides a method for estimating proposed water demand based on fixture flow rates and use assumptions. The following calculations show that the estimated residential wastewater generation for the proposed buildings should be approximately 35 gpcd.

Peak Day Wastewater Generation – Proposed Dormitory Buildings

Fixture		**Flow Rate**			**Flow Duration**		**Occupants**		**Water Use**	
Toilet	x	1.3	gal/flush	X 3	flushes/day/occupant	X 164	occupants	=	640	gpd
Showerhead	x	1.5	gal/min	x 8	min/day/occupant	X 164	occupants	=	1,968	gpd
Sink Faucet	x	0.5	gal/min	x 0.75	min/day/occupant	X 164	occupants	=	62	gpd
Kitchen Faucet	x	1.5	gal/min	x 4	min/day/occupant	X 164	occupants	=	984	gpd
Kitchen Faucet (Dishwashing)	x	1.5	gal/min	x 1.27	min/day/occupant	X 164	occupants	=	309	gpd
Clothes Washer	x	19.7	gal/load	x 0.37	load/day/occupant	X 164	occupants	=	1,195	gpd
Proposed Design Flow for New Buildings								**=**	**5,157**	**gpd**

Manufacturer's specification sheets for the included fixtures are included in Enclosure B. No dishwashers will be installed in the kitchen/common areas. To account for the additional flow required to hand wash dishes, an additional kitchen faucet source was included, equivalent to three times the anticipated dishwasher wastewater generation anticipated in the City of St. Helena Water Neutral Policy guidelines. The estimated dishwasher generation rate is based on 6.3 gal/load, 0.1 load/day/occupant, and 164 occupants, for a total of approximately 103 gallons per day. Therefore 309 gpd was added to the kitchen faucet use, or 1.26 min/occupant/day in addition to the typical 4 min/day/occupant assumed in the Water Neutral Policy. This should adequately account for the amount of additional water used per occupant at the kitchen faucet for dishwashing purposes.

The 164 occupants total within the three new buildings should produce an approximate total of 5,157 gpd of wastewater based on the proposed fixtures, which equates to 31.5 gpcd. The wastewater design flow rate for the proposed buildings has been increased to 35 gpcd to provide an additional factor of safety. The total SS generation of each dormitory building (existing and proposed), after the 41-bed dormitory is demolished, is as follows:

DESIGN CRITERIA – Existing Building to Remain

Peak Day

Full-time Students	60	x	63	gpcd	=	3,780	gpd	
Existing Design Flow					=	**3,780**	**gpd**	

DESIGN CRITERIA – Three New Lodge Buildings

Peak Day						
Full-time Students	164	x	35	gpcd	=	5,740 gpd
New Buildings Total Design Flow						**5,740 gpd**
TOTAL PEAK DAY FLOW = ALL BUILDINGS					=	**9,520 gpd**

TOTAL SITE DESIGN FLOW = **9,520 gpd**

The SS management system will be designed to handle a peak daily SS flow of 3,780 gpd from the existing building, and 5,740 gpd from new buildings, for a total SS flow of 9,520 gpd.

SANITARY SEWAGE CONVEYANCE, TREATMENT AND DISPOSAL

The SS treatment and disposal system will have the components described below. Refer to Enclosure A for the SS management system schematic. The overall system will include:

- An existing pump station and new septic tank for the existing Vineyard Lodge 2 building.
- A new septic/pump tank for Building A
- A new septic tank for Building B (shared with the Vineyard Lodge 2 building)
- A new septic tank for Building C
- A combined effluent equalization pump tank, which will collect and store wastewater from the entire site, and discharge to the existing 3-inch SS force main.

Gravity Collection

The gravity collection system from the new lodge buildings will be designed to provide low maintenance and no infiltration or exfiltration. Piping shall be compatible with sanitary sewage and satisfy Uniform Plumbing Code and local requirements.

Septic Tanks

Although not required prior to discharge to the City sewer system, septic tanks are provided and sized per UPC guidelines. Solids settling and digestion in the septic tanks helps to reduce BOD and TSS concentrations entering the City sewer system, reducing the potential for clogging and hydrogen sulfide attack of the pumping and transmission system. Septic tank sizing is determined as follows:

Uniform Plumbing Code Method:

$$Volume = 1{,}125 + 0.75 \times Flow\ Rate$$

Individual Tankage Requirements

Building A	2,450	gpd	x	0.75	+	1,125	gpd	=	2,962
Building B	1,855	gpd	x	0.75	+	1,125	gpd	=	2,516
Building C	1,400	gpd	x	0.75	+	1,125	gpd	=	2,175
(E) Vineyard Lodge 2	2,700	gpd	x	0.75	+	1,125	gpd	=	3,150
TOTAL TANKAGE - ALL BUILDINGS								=	**10,803**

Primary tanks will be provided for each building, and sized according to the guidelines listed above:

- Building A will have 3,000 gallons of primary retention in a combined septic and pump tank, with effluent from the septic compartment pumped to the combined equalization pump storage tank described in detail below.
- Building B will have a separate 2,500 primary tank, with effluent flowing by gravity into the combined equalization tank.
- A new 5,000 gallon septic tank will be installed adjacent to Building C.
- The existing pump sump located outside of the existing VL2 building will be redirected to the new 5,000 septic tank outside Building C, with the existing 2,000 and 2,500 gallon tanks serving VL2 removed or abandoned in-place.

Overall, the total recommended primary tank volume of 10,800 gallons will be exceeded by the available 13,000 gallons of septic tankage upstream of the equalization pump tank. SS should enter the septic tanks at approximately residential strength, and the proposed septic tank capacity will provide settling and decomposition within the tanks. The resulting primary treated effluent entering the City's collection system will therefore exceed residential sewage quality as required by the City of St. Helena.

Equalization Pump Tank

Effluent from the septic tanks will be collected in a combined 5,000 gallon equalization pump tank that will be utilized for equalization volume and peak flow storage. The equalization tank will provide approximately 12.5 hours of retention time at the peak daily flowrate of 9,520 gpd, and is sufficiently sized to allow for only off-peak discharge to the City sewer. In order to calculate the water level within the tank during the design day, a typical diurnal wastewater generation curve was developed according to the data provided by Crites and Tchobanoglous (*Small and Decentralized Wastewater Management Systems*, pg. 188). The diurnal flow pattern of residential wastewater flow was normalized so that the hourly inflow to the equalization tank is the product of the peak flow factor and the average daily wastewater generation (Figure 1).

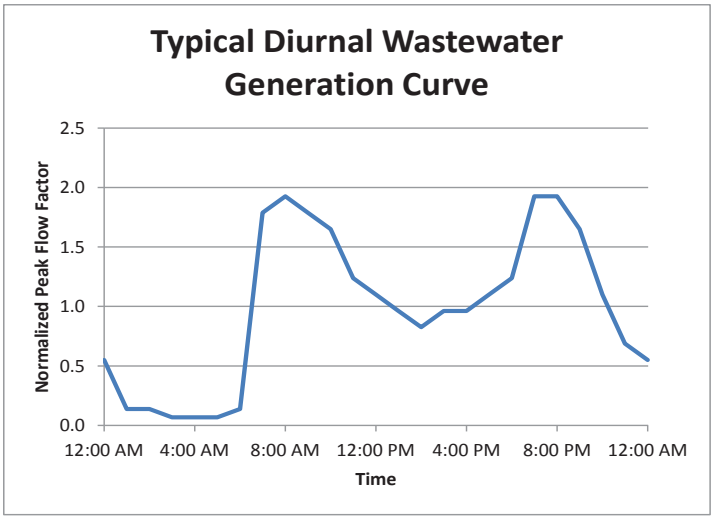


Figure 1. Typical diurnal patter of wastewater generation from residential sources

The existing pump utilized to convey SS to the city sewer system is sized at 30 gpm and will be programmed to provide a dose volume of approximately 400 gallons, or just less than a 13.3 minute pump cycle. This will allow the pump to operate on an average of once per hour (24 doses total) throughout the design day, although the doses will be distributed across only non-peak hours (12pm to 5pm and 10pm to 5am). The following table shows a volume balance on the equalization tank throughout the design day, with inflow determined by the average daily flow and peak flow factor from the diurnal curve, and outflow governed by dosing to the city sewer.

Equalization Tank Volume, 24-hour period

Time:	Inflow (gal)	Pump Doses	Outflow (gal)	Initial Volume (gal)	End Volume (gal)
7:00 AM	709	0	0	0	709
8:00 AM	764	0	0	709	1,473
9:00 AM	709	0	0	1,473	2,182
10:00 AM	655	0	0	2,182	2,837
11:00 AM	491	0	0	2,837	3,328
12:00 PM	436	1	397	3,328	3,367
1:00 PM	382	2	794	3,367	2,955
2:00 PM	327	2	794	2,955	2,489
3:00 PM	382	2	794	2,489	2,076

4:00 PM	382	2	794	2,076	1,664
5:00 PM	436	1	397	1,664	1,704
6:00 PM	491	0	0	1,704	2,195
7:00 PM	764	0	0	2,195	2,959
8:00 PM	764	0	0	2,959	3,722
9:00 PM	655	0	0	3,722	**4,377**
10:00 PM	436	2	794	4,377	4,019
11:00 PM	273	1	397	4,019	3,895
12:00 AM	218	2	794	3,895	3,319
1:00 AM	55	2	794	3,319	2,580
2:00 AM	55	2	794	2,580	1,841
3:00 AM	27	2	794	1,841	1,074
4:00 AM	27	1	397	1,074	704
5:00 AM	27	1	397	704	334
6:00 AM	55	1	402	334	0

This equalization pump tank will utilize the existing (or comparably sized) pumps without increasing their peak pumping capacity. As a result, there will be no increase to the instantaneous flow rate to the City sewer system, and therefore no adverse effect on the sewer system capacity. The equalization storage is utilized to prevent pump operation during the assumed peak hours of 7AM through 12 PM, and 5 PM through 10 PM, possibly reducing the instantaneous peak flow to the City sewer, since the current discharge pattern is on-demand. The maximum volume within the tank is expected to be less than 5,000 gallons at all times, with the overnight hours between 10 PM and 6 AM being used to empty the tank. At no point in time will the instantaneous peak flow entering the City sewer system exceed 30 gpm, to coincide with the peak flow of the current pump sump. The existing pump sump is sized for the capacity of receiving sewers within the City's collection system, and will not be increased in size in order to maintain the existing peak flow to the City sewer system.

Flow Measurement

The existing flow meter will be relocated and utilized to measure the discharge of SS flows into the City's collection, pumping and treatment system and for facility record keeping.

City of St. Helena Sewer System

No increases in peak flows are proposed to the City sewer system, and the timed dosing of primary treated effluent during off-peak hours should prevent any adverse impacts to the City sewers. Therefore, a detailed capacity analysis of City's sewer system components is not required.

OTHER CONSIDERATIONS

ODOR CONTROL

There should be no noxious odors from a properly designed and operated treatment system. See Alternative Courses of Action for operation alternatives.

PROTECTION

The primary treatment septic system will be protected to restrict access and potential damage to the system, including the use of locking covers for the septic tanks and bollards to prevent vehicle traffic above the underground tanks where located adjacent to traffic areas. Tanks installed in traffic areas will be H-20 traffic rated.

ALTERNATIVE COURSES OF ACTION

Should there be any unforeseen operational difficulties for the SS management system, the following additional courses of action would be available if necessary:

- Temporary pumping and truck transfer of wastewater to an approved treatment plant would be used as additional courses of action.
- Additional stages of primary treatment to increase effluent quality discharged to the sewer system.
- Installation of additional pump tank storage to increase storage and reduce the peak discharge to the municipal sewer system.
- Alteration of the pump timer and control scheme to adjust the dosing schedule as necessary, if capacity issues in the city sewer system are identified.

CIA – Vineyard Lodge
Water System Feasibility
June 15, 2016
Revised: September 2, 2016

SUMMIT ENGINEERING, INC.
Project No. 2016040

ENCLOSURE A

WASTEWATER SYSTEM SCHEMATIC

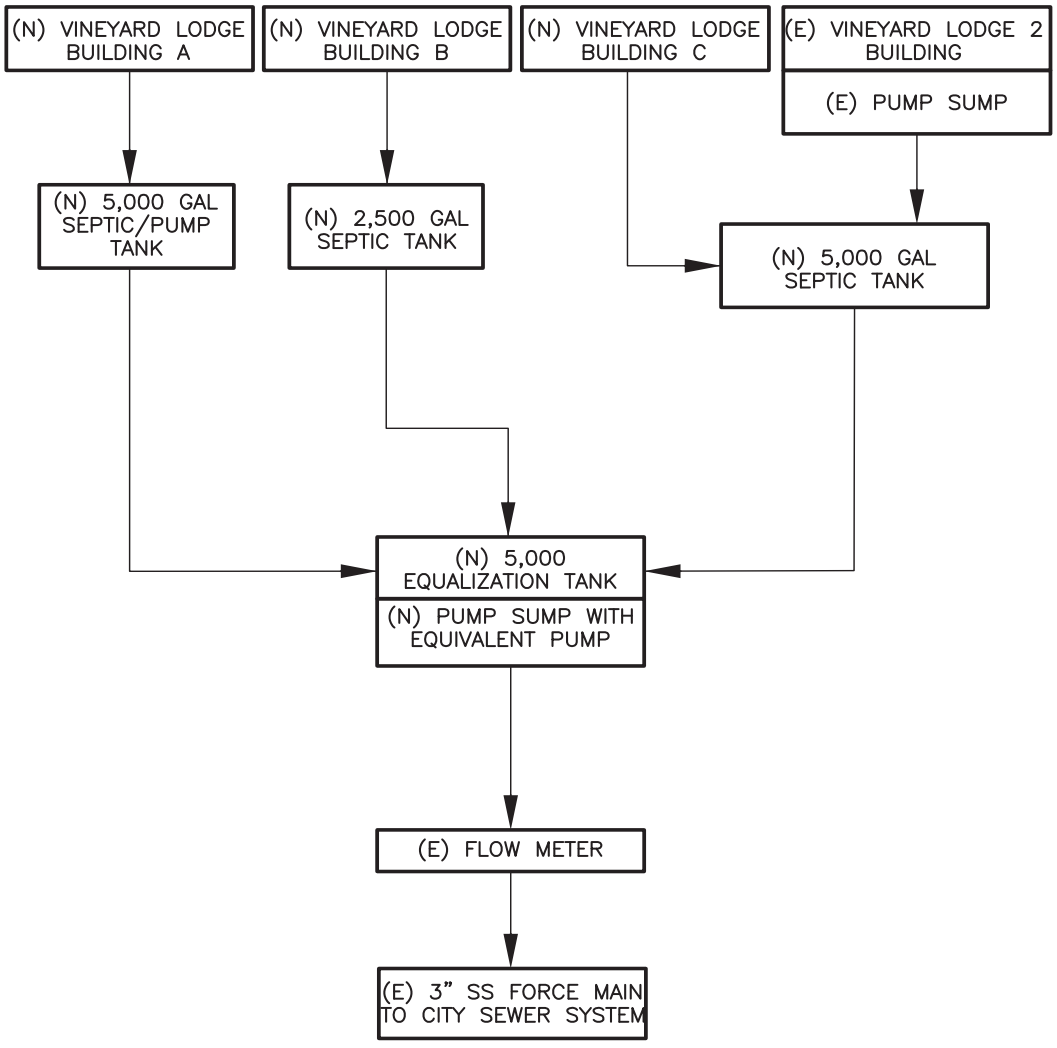
Agenda Item #5.2.

SUMMIT

CIA - VINEYARD LODGE
830 PRATT AVE
ST. HELENA, CA
APN 009-010-024

SANITARY SEWAGE FLOW SCHEMATIC

PROJECT NO. 2016040
DATE 2016-09-02
SHT NO 1 OF 1
BY SW CHK JR



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Summit Engineering, Inc
463 Aviation Blvd., Suite 200 • Santa Rosa, CA 95403 • 707-527-0775 • www.summit-sr.com

CIA – Vineyard Lodge
Water System Feasibility
June 15, 2016
Revised: September 2, 2016

SUMMIT ENGINEERING, INC.
Project No. 2016040

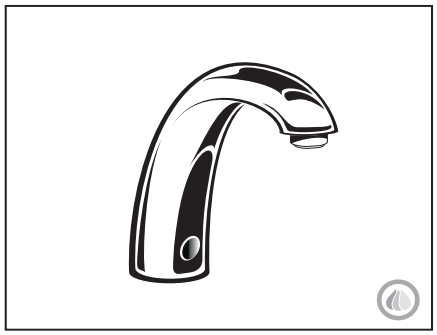
ENCLOSURE B

MANUFACTURER SPECIFICATION SHEETS FOR FIXTURES

L-1

American Standard
Style That Works Better

SELECTRONIC™
ELECTRONIC PROXIMITY LAVATORY FAUCET



GENERAL DESCRIPTION:

Electronic faucet with proximity operation. Vandal-resistant solid brass construction with single post mounting. Operates on DC (battery) or AC permanent power. Water pressure range from 20 to 125 psi. Single inlet 15" flexible stainless steel hose with 3/8" compression fitting for spout connection.

PRODUCT FEATURES:

Vandal-Resistant Brass Body: Durable - Excellent in high use applications.
Power Options:
• **Battery -** Approx. 4 years with Lithium Battery CR-P2
• **Plug-In - Integral** low voltage transformer
(115 VAC supply) with 6 foot long power supply.

Easy and Flexible Installation:
Single post mounting with optional 4" and 8" Deck plate. Water resistant solenoid enclosure mounts to wall.

Integrated; Easy Service Strainer:
Patented integrated strainer enclosed in removable debris cup protects the solenoid valve and aerator from debris. Perforated stainless steel strainer is low maintenance and can be easily accessed.

Temperature Mixing:
Optional thermostatic mixing valve meets ASSE 1016 performance and anti-scald requirements at 0.5 GPM. Mixing valve will connect directly to solenoid inlet and is housed in matching enclosure.

End Device:
Choice of 0.5 GPM (1.9 L/min) pressure compensating, vandal-resistant spray or 1.5 GPM (5.7L/min) pressure compensating, vandal-resistant aerator.

CODES AND STANDARDS:

These products meet or exceed the following codes & standards:
ANSI A117.1
ASME A112.18.1
CSA B 125
NSF 61/Section 9

ADA Compliant

MODEL NUMBER:

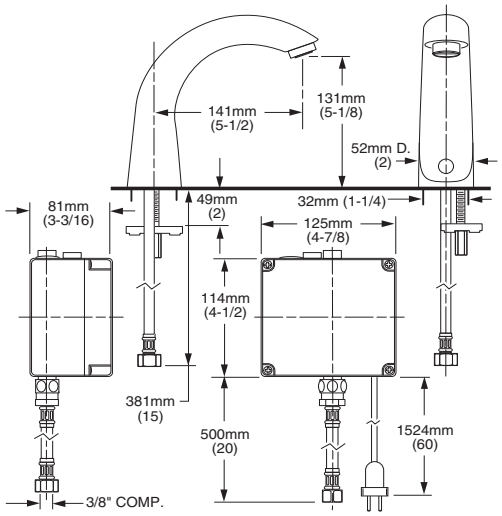
DC POWERED; single inlet
- ☒ **6055.105** with cast spout, 0.5 GPM pressure compensating, vandal-resistant spray.
- ☐ **6055.102** with cast spout, 1.5 GPM pressure compensating, vandal-resistant aerator.

AC POWERED; single inlet
- ☐ **6056.105** with cast spout, 0.5 GPM pressure compensating, vandal-resistant spray. Includes AC power supply.
- ☐ **6056.102** with cast spout, 1.5 GPM pressure compensating, vandal-resistant aerator. Includes AC power supply.

MULTI AC POWERED; single inlet
- ☐ **6057.105** with cast spout, 0.5 GPM pressure compensating, vandal-resistant spray. One power supply (sold separately) can operate up to 15 faucets in series. 10' extension cable included.
- ☐ **6057.102** with cast spout, 1.5 GPM pressure compensating,vandal-resistant aerator. One power supply (sold separately) can operate up to 15 faucets in series. 10' extension cable included.

OPTIONAL 4" or 8" Deck plates
- ☐ 605P.400 4" brass deck plate with 1/4" fixation studs and quick spin nuts. (6-1/8" x 2-1/8" x 1/2")
- ☐ 605P.800 8" brass deck plate with 1/4" fixation studs and quick spin nuts. (10-1/8" x 2-3/8" x 1/2")

OPTIONAL Mixing Valve
- ☐ 605XTMV Thermostatic mixing valve, flex hoses 3/8" compression 20" hose length.



RECOMMENDED SPECIFICATION

Electronic Proximity Lavatory shall feature vandal resistant all brass body with single inlet, and in-line strainer. Shall also feature a low energy use electronically operated solenoid valve and microprocessor controlled proximity sensors. Shall meet ANSI A112.18.1M and ANSI 117.1 codes. Fitting shall be American Standard Model # 6055.____, 6056____, 6057____.

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ELKAY®
SPECIFICATIONS

Food Service Flexible Spout Kitchen Faucet
Model(s) LKD2442BHC

S-1

PRODUCT SPECIFICATIONS

Food Service Flexible Spout Kitchen Faucet. Faucet has a flow rate of 1.5 GPM, and is made of Chrome Plated Brass material, with a Quarter Turn Ceramic Disc valve. Faucet requires 3 faucet holes.

Mounting Type:	Deck Mount
Special Features:	Low Flow Removable cartridge
Finish:	Chrome
Handle Type:	4" Lever Handle
Deck Clearance:	10"
Spout Reach:	8"
Spout Height:	12-1/8"
Hole Drillings:	3
Material:	Chrome Plated Brass
Valve Type:	Quarter Turn Ceramic Disc
Valve Connection:	1/2"-14 NPSM
Flow Rate:	1.5 GPM
Spout Clearance:	10"
Faucet Hole Size (min):	1-1/4"
Faucet Hole Spread:	4"
Spout Swing Rotation:	360°
Spout Type:	Flexible Spout

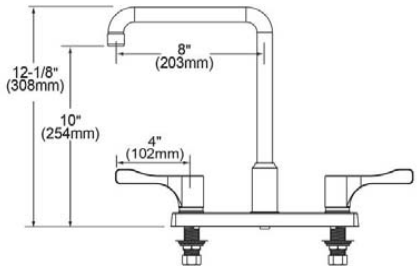
Special Note: All operating parts are replaceable from above deck



AMERICAN PRIDE. A LIFETIME TRADITION.
Like your family, the Elkay family has values and traditions that endure. For almost a century, Elkay has been a family-owned and operated company, providing thousands of jobs that support our families and communities.

Product Compliance: ADA
ASME A112.18.1/CSA B125.1
NSF 372 (lead free)
NSF 61

Clean and Care Manual (PDF)
Installation Instructions (PDF)
Limited Warranty (PDF)



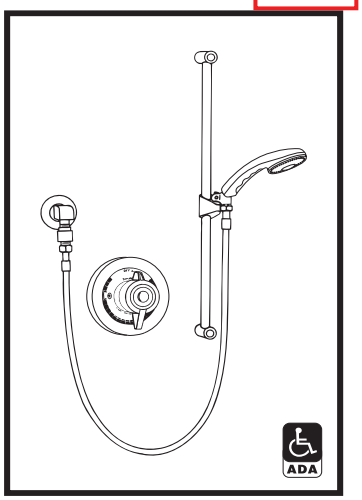
PART:_____QTY: _____
PROJECT:_____
CONTACT:_____
DATE:_____
NOTES:_____
APPROVAL:_____

In keeping with our policy of continuing product improvement, Elkay reserves the right to change product specifications without notice. Please visit elkay.com for the most current version of Elkay product specification sheets. This specification describes an Elkay product with design, quality, and functional benefits to the user. When making a comparison of other producers' offerings, be certain these features are not overlooked.

SH-1

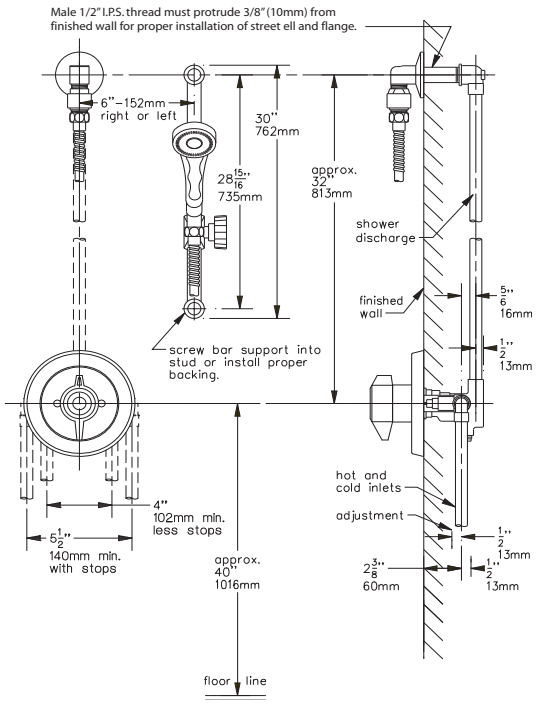
BP-56-300-B30-V
Temptrol II™ Shower System with Hand Spray

Temptrol II Pressure Balancing mixing valve with adjustable stop screw to limit handle turn. Wall/hand shower with 5′ flexible metal hose, in-line vacuum breaker, wall connection and flange. 30″ slide bar for hand shower mounting.



Modifications:

- ☒ **Suffix X:** Integral service stops—allows water shut-off at valve for service
- ☒ **Suffix B:** Chrome brass escutcheon on valve
- **Suffix B48:** 48″ adjusting bar in place of standard 30″ bar
- **Suffix 6:** 6′ hose in place of standard 5′ hose
- **Suffix 2.0:** 2.0 gpm (7.8 L/min) flow rate
- ☒ **Suffix 1.5:** 1.5 gpm (5.7 L/min) flow rate



SYMMONS PRODUCTS MEET ANSI A112.18.1M, EPA '92 AND ALL KNOWN FLOW RATE REQUIREMENTS.
Shower Heads and Hand Showers 2.5 GPM (9.5 L/min)

Job/Location

. . . . . .

. . . . . .

Engineer

. . . . . .

. . . . . .

Contractor

. . . . . .

. . . . . .

ADA *This drawing to be used for rough-in installation only. All floor to center dimensions optional. Concealed piping and fittings not furnished by manufacturer. Dimensions are for ADA compliance (Americans with Disabilities Act) consult ADAAG or your state regulations for proper product choice and mounting locations. For complete installation, adjustment and service information see installation instructions.*

Symmons Industries, Inc. ▪ 31 Brooks Drive ▪ Braintree, MA 02184
(800) 796-6667, (781) 848-2250 ▪ Fax (800) 961-9621, (781) 843-3849
Website: www.symmons.com ▪ Email: customerservice@symmons.com

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SYMMONS® the smart choice™

UR-1

American Standard
Style That Works Better

BARRIER FREE

WASHBROOK® FloWise® UNIVERSAL URINAL

VITREOUS CHINA

WASHBROOK® FloWise® UNIVERSAL URINAL

- Vitreous china
- Ultra High Efficiency, Low Consumption. Operates in the range of 0.125gpf to 1.0gpf (0.5 Lpf to 3.8 Lpf)
- Flushing rim
- Elongated 14" rim from finished wall
- Washout flush action
- Extended sides for privacy
- 3/4" inlet spud
- Outlet connection threaded 2" inside (NPTF)
- 2 wall hangers
- Fixture only
- Strainer included
- Meets ASME flush requirements at 0.125 to 1.0 gpf

☒ **6590.001** Universal Top spud
❑ **6515.001** Universal Back spud

Nominal Dimensions:
360 x 480 x 664mm
(14-1/8" x 18-7/8" x 26-1/8")

Recommended working pressure – between 20 psi at valve when flushing and 80 psi static

Compliance Certifications -
Meets or Exceeds the Following Specifications:
- ASME A112.19.2-2008/CSA B45.1-08 for Vitreous China Fixtures



SEE REVERSE FOR ROUGHING-IN DIMENSIONS

To Be Specified:
❑ Color: ❑ White
❑ Flush Valve:

1.0 gpf Flush Valve: Sensor-Operated:
- ❑ American Standard Selectronic® #6063.101.002 DC Power (Top Spud)
- ❑ American Standard Selectronic® #6062.310.007 AC Power (Back Spud)

1.0 gpf Flush Valve: Manual-Operated:
- ❑ American Standard # 6045.101.002

0.5 gpf Flush Valve: Sensor-Operated:
- ❑ American Standard Selectronic® #6063.051.002 DC Power (Top Spud)
- ❑ American Standard Selectronic® #6062.305.007 AC Power (Back Spud)

0.5 gpf Flush Valve: Manual-Operated:
- ❑ American Standard #6045.051.002

0.125 gpf Flush Valve: Sensor-Operated:
- ❑ American Standard Selectronic® #6063.013.002 DC Power (Top Spud)
- ❑ American Standard Selectronic® #6062.301.007 AC Power (Back Spud)

0.125 gpf Flush Valve: Manual-Operated:
- ❑ American Standard #6045.013.002

WaterSense Meets EPA Criteria
Certified by IAPMO R&T
When used with 0.125 gpf or 0.5 gpf urinal flush valves

M105

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Revised 6/13

Sloan ECOS® Flushometers

ECOS 8111-1.28 WC-1

► Code Number
3370448

► Description
Exposed, Battery Powered, Sensor Activated ECOS® Model Water Closet Flushometer for floor mounted or wall hung top spud bowls.

► Flush Cycle
Model 8113-3.5 Low Consumption (3.5 gpf/13.2 Lpf)

Model 8111 Low Consumption (1.6 gpf/6.0 Lpf)

► Specifications
Quiet, Exposed, Diaphragm Type, Closet Flushometer for either left or right hand supply with the following features:

- Vacuum Breaker Flush Connection and Spud Coupling, Wall and Spud Flanges
- Spud Coupling and Flange for 1½" Top Spud
- Flush Accuracy Controlled by CID Technology
- Sweat Solder Adapter with Cover Tube and Cast Set Screw Wall Flange
- Diaphragm, Stop Seat and Vacuum Breaker to be molded from PERMEX® rubber compound for Chloramine resistance
- Infrared Sensor with Multiple-focused, Lobular Sensing Fields for high and low target detection
- Initial Set-up Range Indicator Light (first 10 minutes)
- User friendly three (3) second Flush Delay
- "Low" Flashing LED
- ADA Compliant Battery Powered Infrared Sensor for automatic "No Hands" operation
- 1" I.P.S. Screwdriver Bak-Chek® Angle Stop with free spinning, vandal resistant Stop Cap with Adjustable Tailpiece
- Infrared Sensor with Multiple-focused, Lobular Sensing Fields for high and low target detection
- Latching Solenoid Operator
- Infrared Sensor Range Adjustment Screw
- Fixed Metering Bypass and No External Volume Adjustment to Ensure Water Conservation
- Flex Tube Diaphragm designed for improved life and reduced maintenance
- Engineered Metal Cover with replaceable Lens Window
- Courtesy Flush® Override Button
- Four (4) Size AA Batteries factory installed

Valve Body, Tailpiece and Control Stop shall be in conformance with ASTM Alloy Classification for Semi-Red Brass. Valve shall be in compliance with the applicable sections of ASSE 1037. Installation conforms to ADA requirements.



► Automatic Operation
Sloan ECOS® Flushometers activate via multi-lobular sensor detection to provide the ultimate in sanitary protection and automatic operation. A battery powered infrared sensor sets the flushing mechanism after the user is detected and Completes the flush when the user steps away.

► Functional & Hygienic
Touchless, sensor operation eliminates the need for user contact to help control the spread of infectious diseases. The G2 Optima Plus® Flushometer is provided with an Override Button to allow a "courtesy flush" for individual user comfort.

► Economical
Sloan installed batteries speed installation and provide years of metered flushing to control the use of water and energy. Batteries can be changed without turning off the water.

► Compliance

This space for Architect/Engineer Approval

► ELECTRICAL SPECIFICATIONS
Control Circuit
Solid State

SLOAN 10500 SEYMOUR AVE. ● FRANKLIN PARK, ● IL. 60131
Ph: 1-800-9-VALVE-9 or 1-847-671-4300 ● Fax: 1-800-447-8329 or 1-847-671-4380 ● http://www.sloan.com

CIA – Vineyard Lodge
Wastewater Feasibility Study
June 15, 2016
Revised: September 2, 2016

SUMMIT ENGINEERING, INC.
Project No. 2016040

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Visual Impact Assessment

830 Pratt Avenue
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1. Introduction

The following aesthetic visual impact assessment has been prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this assessment is to identify any potentially adverse visual impacts that might result from the proposed demolition of a 15,000 sf building and the construction of three residential structures totaling 40,645 sf for the Culinary Institute of America (CIA) located at 830 Pratt Avenue, St Helena, California.

Several Federal Resource Agencies have developed methodologies for assessing visual impacts on the environment including the US Department of Agriculture Forest Service (USDA_FS), US Department of the Interior Bureau of Land Management (USDI_BLM), and The US Department of Transportation, Federal Highway Administration (USDOT-FHWA). However, no federal resource agency has addressed levels of impact intensity or significance of proposed impacts required by CEQA.

CEQA requires an evaluation of the potential to cause significant visual impacts to a project. However, CEQA does not specify criteria or specific standards to arrive at the significance of impacts. As a result, an evaluation of impacts on the visual and aesthetic qualities of a project by necessity builds upon CEQA Guidelines and the specific items addressed in Appendix G of the CEQA environmental checklist. The methodology assigned by the BLM fits this project because agricultural land qualities and wide long views predominate. This approach includes:

- Project description and visual Setting
- Identification of sensitive view points
- Analyzing existing visual quality and character of identified views
- Assessing the project's impact to those views compared to existing visual quality and character, and
- Proposed methods to mitigate any potentially significant visual impacts

2. Project Description & Visual Setting

Project Description

Location: Located east of State Highway 29 (Hwy 29) in Napa County within the incorporated limits of St Helena, California the property at 830 Pratt Avenue is a triangular shaped site. The east west street is a relatively flat area of the Napa Valley "floor" with visual access to the site's existing landscape. The project site is immediately bounded by Vineyard Road to the east, Pratt Avenue to the south, and an existing railroad right-of-way to the west (Figure 1).

Existing Conditions: Current building features within the project site can be described in three distinct areas. The southerly one-third of the site fronting on Pratt Avenue contains Vineyard Lodge I, a 15,050 sf single story residential structure with the remaining land area is surface parking. The second one-third contains a two story 12,848 sf residential building identified as Vineyard Lodge II. The most northerly one-third of the site is currently unimproved and vacant.

Proposed Project: The Culinary Institute of America (CIA) proposes to remove Vineyard Lodge I, and construct three (3) residential structures clustered around a central courtyard. The additional 40,645 sf, located within the most southerly one-third of the property will add 164 beds in buildings varying in height from 29'-0" to 40'-2". The following table illustrates specific information for each structure within the grouping:

	Building Description	*Bldg Height*	*Setback from Street*
Vineyard Lodge II	Existing Bldg.	32'-0"	
Building A	Two (2) stories Three (3) story at rear	29'-2"(along Vineyard Road) 40'-2" (at 3 story portion)	20'-0" from Pratt Ave Property Line 50' from Centerline of Pratt Ave Right-of-way
Building B	Two (2) stories Rectangular plan	29'- 2"	20'-0" from Pratt Ave Property Line 50'-0" from Centerline of Pratt Ave Right-of-way
Building C	Three (3) stories Rectangular in plan	40'-2"	145'-0" from Pratt Ave Property Line 175' -0" from Centerline of Pratt Ave Right-of-way

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3. Methodology

Documents Identified & Field Inspection: Visual Impacts were identified by evaluating plan drawings and landscape plans taking into account the existing project setting, and analyzing visual simulations of project features at key viewpoints. Interpretation of existing visual character and surrounding land use was based on field visits conducted in July 2016. Research of the regulatory setting for the project was undertaken, including review of city planning documents and policies.

Visual Changes & Impacts Defined: Aesthetics and urban design are subjective fields, and visual changes that are favored or accepted by one may not be acceptable by another. The effects of visual changes are open to interpretation. Generally, a visual change is considered adverse if the project introduces obtrusive elements substantially out of character with the existing land use or substantially obscures a scenic view or vista available to sensitive receptors. In addition, visual change is considered adverse if it would damage scenic resources like trees, historic buildings, or other features of the visual environment that contribute to the scenic public setting. This visual analysis characterizes the visual setting and identifies import visual features and resources, in addition to scenic vistas experienced from within. View groups are identified, including sensitive view groups, in order to understand the potential visual changes that could be experienced with implementation of a proposed project.

Further, St Helena's General Plan cites as a community goal the nomination of Hwy 29 as a California Scenic Highway. This assessment will take into account the potential to effect visual quality and character of eligible scenic resources, any identified historic resources, as well as from viewpoints that are likely to represent the experience of highly sensitive view groups.

4. Regulatory Setting

State Standards: Appendix G of the California Environmental Quality Act Guidelines contains a checklist of environmental effects that may be considered significant. Under the category of "Aesthetics," a project may be considered to have a significant visual impact on the environment if it will:

A. Have a substantial adverse effect on a scenic vista;
B. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
C. Substantially degrade the existing visual character or quality of the site and its surroundings;
D. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The CEQA checklist questions are incorporated with other evaluation methods suited to the environment to determine the potential significance of the impacts generated by the proposed project.

Local Standards: At the local level, the City of St Helena has established polices regarding protection of views. Within the current St Helena General Plan, The Residential Neighborhoods topic within the Land Use and Growth Management chapter, and The Gateway, Edges and Views topic of the Community Design chapter identify protection and enhancement policies affecting view protection.

Visual Quality Rating: The before and after "visual quality" of viewpoints can be numerically rated according to the presence of seven key landscape components: landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications.[1] By comparing the difference in visual quality from the baseline to post project visual conditions, the severity of project related visual impacts could be quantified. However, in some cases, visual changes caused by projects may actually have a beneficial visual effect, which enhances scenic quality. The table below illustrates the visual quality rating system for viewpoints.

While most components of the visual landscape can be objectively rated by this system, the rating of cultural or manmade modifications can be a potentially subjective element. Therefore, it is important to assess project

[1] Rating scale based on the Bureau of Land Management's (BLM) "Scenic Quality Rating Criteria"

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effects relative to the "visual character" of the project setting. Visual character is qualitatively defined by eight important descriptive character components: form, line, color, texture, dominance, scale, diversity, and continuity.

VISUAL QUALITY RATING SYSTEM

KEY FACTORS	*RATING CRITERIA & SCORE*		
LANDFORM	High vertical relief as expressed in prominent cliffs, spires, or massive rock outcrops, or sever surface variation or highly eroded formations including major badlands or dune systems; or detail features dominant and exceptionally striking and intriguing such as glaciers. SCORE = 5	Steep canyons, mesas buttes, cinder cones and drumlins; or interesting erosional patterns or variety in size and shape of landforms; or detail features which are interesting though not dominant or exceptional SCORE = 3	Low rolling hills, foothills, or flat valley bottoms; or few or no interesting landscape features. SCORE = 1
VEGETATION	A variety of vegetative types as expressed in interesting forms, textures, and patterns SCORE = 5	Some variety of vegetation, but only one or two major types. SCORE = 3	Little or no variety or contrast in vegetation. SCORE = 1
WATER	Clear and clean appearing, still, or cascading white water, any of which are a dominant factor in the landscape. SCORE=5	Flowing or still, but not dominant in the landscape. SCORE=3	Absent, or present but not noticeable. SCORE=1
COLOR	Rich color combinations, variety or vivid color; or pleasing contrasts in the soil, vegetation, water or snowfields. SCORE=5	Some intensity or variety in colors and contrast of the soil, rock, and vegetation, but not a dominant scenic element. SCORE=3	Subtle color variation, contrast, or interest, generally mute tomes. SCORE=1
INFLUENCE OF ADJACENT SCENERY	Adjacent scenery greatly enhances visual quality. SCORE=5	Adjacent scenery moderately enhances overall visual quality. SCORE=3	Adjacent scenery has little or no influence on the overall visual quality. SCORE=1
SCARCITY	One of a kind; or unusually memorable, or very rare within region. Consistent chance for exceptional wildlife or wildflower viewing, etc. SCORE=5	Distinctive, though somewhat similar to others within the region. SCORE=3	Interesting within its setting but fairly common within the region. SCORE=1
CULTURAL MODIFICATIONS	Modifications ad favorably to visual variety while promoting visual harmony. SCORE=2	Modifications add little or no visual variety to the area, and introducing not discordant elements. SCORE=0	Modifications add variety but are very discordant and promote strong disharmony SCORE =-4
			TOTAL SCORE:

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Projects that create a high level of contrast to the existing visual character of a project setting are more likely to generate adverse visual impacts due to the inherent visual compatibility. Conversely, projects that create a low level of contrast to the existing visual character are less likely to generate adverse visual impacts due to inherent visual compatibility. On this basis, project modifications are quantified and evaluated for impact assessment purposes.

The following designations are used to describe the level of project impacts:

- Potentially Significant Impact: Any impact that could potentially permanently lower the visual quality of an identified sensitive viewpoint, and for which no feasible or effective mitigation can be identified.

- Less Than Significant Impact With Mitigation Incorporated: Any impact that could potentially permanently lower the visual quality of an identified viewpoint, but can be minimized or screened with mitigation incorporated. Therefore, specific mitigation measures are provided to reduce the impact to a less-than-significant level.

- Less Than Significant Impact: Any visible impact that would not potentially lower the visual quality of an identified sensitive viewpoint, In visual impact analysis, a less than significant impact usually occurs when a project's visual modifications can be seen but do not dominate, contrast with, or strongly degrade a sensitive viewpoint.

- No Impact: The project would not have an impact from an identified sensitive viewpoint. In visual impact analysis, there is no impact if the project's potential visual modifications cannot be seen from and identified sensitive viewpoint.

Visual Setting: Located on the valley floor the project site is flanked by the Mayacamas Mountain Range on the western and northern sides the Vaca Mountains on the eastern side. Several smaller valleys exist within these two ranges. The floor of the main valley undulates to the north and gradually rises from sea level at the valley's southern end to 362 feet (110 m) above sea level at the northern end in Calistoga at the foot of Mount Saint Helena. The setting includes distant views of the Mayacamas and Vaca Mountain ranges with gradual undulating volcanic period landforms that create periodic interruptions in the view experience.

Visual Character: The project site is situated at the northern border of St Helena's urban limits where medium density housing development is bordered by agricultural land uses immediately to the north and east. Therefore, the visual character of the project area is comprised of both residential scale single-family residences (south and west) and agricultural uses including processing and storage (north, east, and west).

Sensitive Viewpoints: Based upon the CEQA Guidelines checklist and on land uses that are commonly seen by regulatory agencies as visually sensitive, for the purpose of this report potentially sensitive viewpoints would include scenic vistas, scenic highways, residential views, public parks, recreational areas, and / or important historic locations from which the project could potentially be visible.

A scenic vista is defined as an area that is designated, signed, and accessible to the public for the express purpose of viewing and sightseeing. This includes any such areas designate by a federal date, or local agency. A "Scenic Highway" is defined as any stretch of public roadway that is designated as a scenic corridor by a federal, state or local agency. While, not currently listed as a scenic highway, portions of Hwy 29 within the vicinity of the project site have been identified as eligible by the State of California. Further, the City of St Helena has identified submission of Hwy 29 for Scenic Highway status as a goal of its General Plan. As such, this assessment treats Hwy 29 as a scenic resource for assessment purposes (SV1).

Views from public parks, recreational trails, and/or important historic sites have high visual sensitivities. Each are considered sensitive viewpoints. Field inspection and document research identified Beringer Vineyards and the CIA Greystone Campus formerly Greystone Vineyard property are known historic resources within proximity of the proposed project site. No locations were identified where the project site is visible from the Beringer property and therefore removed from consideration. Only Greystone possesses high visual sensitivity. As such, this viewpoint is identified as SV2 and potential impacts to this viewpoint are assessed.

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View Groups: Viewers of project features can be categorized in the following view groups:

- Pedestrians – Pedestrians walking to and from within the project area, or other streets that offer view of the project area.
- Cyclists – cyclists riding to and from along Pratt Avenue and Vineyard Road within the right-of-way adjacent to the project.
- Motorists – automobile and truck drivers and passengers traveling past the project area.
- Residents – residents who live along Pratt Avenue in view of the project area.
- Tourists – visitors/tourists who have traveled along Pratt Avenue with the intention of experiencing the visual resources of the area and wineries to the east.

Pedestrians, Cyclists, and Motorists groups tend to have a more dynamic and a less prolonged view of landscape features elements. Of the five (5) view groups, neighboring residential viewers have a higher visual sensitivity resulting from extended viewing periods than other view groups. For this reason, residential views are typically considered sensitive. Views from public parks, recreational trails, and/or important historic sites have high visual sensitivities and considered sensitive viewpoints

The City of St Helena identified six (6) locations where it is likely the proposed project would have the potential to affect sensitive residential viewer group and other secondary view groups. The six viewpoints (VP1-VP6) are described and the proposed project impacts are analyzed in the following section.

5. Potential Project Impacts / Affected Environment

Summary of Visual Impacts

SV1 Viewpoint from Eligible Scenic Hwy 29 at Pratt Avenue toward Project Site:

The proposed project site is located approximately 1,350 feet east of State Highway (Hwy) 29. Sparsely located mature landscaping and varying changes in terrain characterize the view from this viewpoint. From Hwy 29 the project site is identified by a group of mature trees including a camphor tree in the southwest corner of the property.

Viewed from this location, the pre-project scenic quality rating scores and the post-project scores noted in the SV1 Quality Rating Table indicate the proposed project does not measurably alter the viewer's perception. Therefore, the proposed project would not have an impact on the features viewed from this eligible scenic highway.

SV1 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	1	1
Water	1	1
Color	1	1
Adjacent Scenery	3	3
Scarcity	3	3
Cultural Modifications	0	0
Total Score	*10*	*10*

Limited view of proposed project. Does not appear not to have an impact on visible resources from this viewpoint.

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SV2 Viewpoint from Historic Resource (Hwy 29 at CIA Greystone) looking toward the project site:

Views of the project site from viewpoints north of Pratt Avenue along Hwy 29 are characterized by an undulating valley floor landscape with clusters of planted mature trees near residential and commercial activities. The viewpoint from the north at the entrance to The Greystone campus of the Culinary Institute of America, across the valley toward the project site is interrupted by Beringer Vineyards production and storage facilities (Figure 2). The current Vineyard Lodge II and adjacent proposed project are located south and east of the Beringer facilities and are minimally visible from this viewpoint.

As illustrated by the SV2 Scenic Quality Rating, the baseline visual quality score for this viewpoint is rated at 10 points. The post-project visual quality score for the same viewpoint is also rated at 10 points. The reviewers found no discernable difference in the two views.

Given the distance from the project site, the character and nature of the existing land uses around the site and the project's visual changes are minimally different from what is presently seen. The scale of project features do not dominate the visual landscape nor do they impede views of the surrounding environment. Therefore, visual impacts from SV2 are less than significant.

Viewed from this location, the pre-project scenic quality rating scores and the post-project scores as noted in the SV2 Quality Rating Table indicate the proposed project does not measurably alter the viewer's perception of the environment and would not have an impact on the features viewed from this historic resource.

SV2 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	1	1
Water	1	1
Color	1	1
Adjacent Scenery	3	3
Scarcity	3	3
Cultural Modifications	0	0
Total Score	*10*	*10*

VP1 Viewpoint looking west from the center of Pratt Avenue and fifty feet from the eastern corner of the project site:

The pre-project setting is characterized by a predominance of foreground trees bordering Pratt Avenue and Vineyard Road. From this viewpoint, the existing Vineyard I and II buildings are minor features located in the background behind perimeter landscaping. A narrow portion of the Mayacamas range is visible within the Pratt Avenue right-of-way and hills are viewed through the project site. Through a break in the property's perimeter trees and over existing Lodge I roof, the background hillside beyond Hwy 29 is visible.

The post-project view of the site as evidenced by the VP1 Scenic Quality Rating identifies an impact to this view as the result of replacing the surface parking area and existing interior trees with Buildings A & B at the Pratt Avenue and Vineyard Road corner of the property.

From this viewpoint, the post-project simulation include existing and proposed landscape improvements based on five (5) years of growth. The landscaped perimeter remains a prominent visual feature and acts to screen buildings A & B at Pratt Avenue and Vineyard Road. Retention of existing trees adjacent to the public right-of-way, and the addition of proposed new trees, which over time will further reduce the prominence of the buildings, the visual change is reduced to less than significant.

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VP1 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	3	3
Water	1	1
Color	1	1
Adjacent Scenery	3	1
Scarcity	1	1
Cultural Modifications	0	0
Total Score	*10*	*8*

Proposed project has an impact to this view. New landscape treatment reduces the impact to less than significant.

VP2 Viewpoint looking east from the center of Pratt Avenue and fifty feet from the western corner of the project site:

The pre-project viewpoint illustrates the prominence of existing trees along Pratt Avenue and along the railroad right-of-way largely screen the one-story Vineyard Lodge I. Middle ground hills are visible east along the Pratt Avenue right-of-way. The Vaca Mountain ridgeline is visible beyond the thirty-two foot (32'-0") high Vineyard Lodge II to the north and east.

Portions of proposed project Buildings A & C replace Vineyard Lodge I. The introduction of new landscape trees at or near the railroad right-of-way reduces the visual impact of new construction. The introduction of new construction is a visual change. However, the siting, design, height, materials and color selection contribute to reduce perceived visual changes.

As the VP2 Scenic Quality Ratings indicate, pre-project and post-project scores are the same (10). The difference between the pre-project qualities and the post-project qualities do not measurably alter the viewer's perception of the environment and would not have an impact from this viewpoint.

VP2 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	3	3
Water	1	1
Color	1	1
Adjacent Scenery	3	3
Scarcity	1	1
Cultural Modifications	0	0
Total Score	*10*	*10*

The proposed project appears to have no impact on the environment from this viewpoint.

VP3 Viewpoint looking west from the center of Pratt Avenue and approximately 200 feet from the eastern corner of the project site:

The pre-project foreground view is composed of vineyard plantings, trees along Vineyard Road that provide partial views of Vineyard Lodge I and II, and mountain range in the background within the Pratt Avenue right-of-way. The middle ground hillside is visible above the cultural modifications, Vineyard Lodge II.

The post-project simulation view indicates proposed buildings will be visible above the tree line located at the site's perimeter. The siting, design, and overall height of the proposed project are similar to the existing cultural modifications, Vineyard Lodge I and nearby residential properties south of Pratt Avenue. Although the comparison of pre- and post-project views confirms a visual change, the viewers' perception of the surrounding environment is not significantly different in the pre-and post-project views.

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As a result of the proposed landscape, the VP3 Scenic Quality Rating scores indicate the proposed project does not measurably alter the viewer's perception of the environment and would not have an impact on the features from this viewpoint.

VP3 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	3	3
Water	1	1
Color	1	1
Adjacent Scenery	3	3
Scarcity	1	1
Cultural Modifications	0	0
Total Score	*10*	*10*

The proposed project appears to have no impact from this viewpoint.

VP4 Viewpoint looking east from the center of Pratt Avenue and approximately 200 feet from the western corner of the project site:

The pre-project view is composed of planted vineyard in the foreground screening all but the roof and chimneys of Vineyard Lodge I, and the roof of Vineyard Lodge II. Hills to the east-northeast form the visible middle ground throughout the view with a portion of the Vaca Mountains visible in the background.

The post-project view of the site as evidenced by the VP4 Scenic Quality Rating identifies an impact to this view as the result of replacing the single story Vineyard Lodge I with Buildings B & C (Cultural Modifications). The post-project simulation indicates the added landscape features have been located to reduce the presence of the proposed modifications. The design, materials and color selections further contribute to reducing the impact to visual quality.

From this viewpoint, the post-project simulation indicates the proposed landscape and trees reduce the prominence of the proposed cultural modifications to less than significant.

VP4 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	3	3
Water	1	1
Color	1	1
Adjacent Scenery	3	3
Scarcity	1	1
Cultural Modifications	0	-4
Total Score	*10*	*6*

Proposed project has an impact to this view. New landscape treatment reduces the impact to less than significant.

VP5 Viewpoint looking north from the south side of Pratt Avenue aligning with driveway adjacent to railroad right-of-way:

The pre-project view is dominated by mature trees adjacent to the Pratt Avenue right-of-way. Cultural modifications including utility poles, overhead utility lines, rail crossing arms and utility boxes are located in the foreground. The hillside as middle ground is a minor feature from this viewpoint. Similarly, the Vaca Mountains within the railroad right-of-way is a minor component in the background. Trees within the railroad right-of-way help define the western boundary of the project site.

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Viewed from this location, the pre-project scenic quality rating scores and the post-project scores as noted in the VP5 Scenic Quality Rating indicate the proposed project does not measurably alter the viewer's perception of the environment and would not have an impact from this viewpoint.

VP5 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	1	1
Water	1	1
Color	1	1
Adjacent Scenery	1	1
Scarcity	1	1
Cultural Modifications	0	0
Total Score	*6*	*6*

From VP5 the proposed project appears to have no impact from this viewpoint.

VP6 Viewpoint looking north from the south side of Pratt Avenue at the midpoint of the Pratt Avenue frontage of the project site:

The pre-project view of the project site is located near the center of the Pratt Avenue property line, opposite one of the two entry / exits to the property's surface parking. Mature trees that line the property along Pratt Avenue are located to the east and west. Existing trees at the site's interior partially screen Vineyard Lodge I to the west and Vineyard Lodge II to the North. Minimally visible, the hillside forms the middle ground in this view. A small portion of the Mayacamas range is visible near the center of the viewpoint.

The post-project simulation illustrates Buildings A & B placed on the site set back 20'-0" from the property line. The buildings are screened by the insertion of trees and landscaping replacing existing driveways, which complete the row of trees along Pratt Avenue. The multi-building plan provides the project with a scale and character consistent with Vineyard Lodge II. The architectural features further articulate the structures to blend with the residential qualities of nearby properties along Pratt Avenue.

The cultural modifications score of the VP6 Scenic Quality Rating indicates a reduction in scenic quality. The proposed project provides for increasing the amount of landscaping within the setback along Pratt Avenue to mitigate the reduced visual quality residential and other view groups may experience. Further, the building design, materials and color selections were devised to reduce Building A & C's scale to a residential character and blend into the surrounding land features.

With retention of existing trees adjacent to the public right-of-way and the addition of proposed new trees, which at maturity will further reduce the prominence of the buildings, the visual change is reduced to less than significant.

VP6 Scenic Quality Rating

Criteria	*Pre-Project Score*	*Post-Project Score*
Landform	1	1
Vegetation	1	1
Water	1	1
Color	3	3
Adjacent Scenery	3	1
Scarcity	1	1
Cultural Modifications	0	0
Total Score	*10*	*8*

6. Conclusions

This assessment identified eight sensitive viewpoints. Two long distant viewpoints (SV1 and SV2) that assessed potential impacts from Hwy 29 at Pratt Avenue, an eligible scenic highway, and the CIA at Greystone, a historic resource with a view of the project site. Six viewpoints (VP1-VP6) were selected to study the project form locations that may be seen by nearby residential viewers.

The distant viewpoint (SV1) at Highway 29 and Pratt Avenue, as well as the view from the CIA at Greystone (SV2) resulted in no visual impact in these highly sensitive locations.

Three of the six viewpoints (VP2, VP3, and VP5) were found to have no impact on visual quality. The three remaining, (VP1, VP4, and VP6) were found to have a less than significant impact on visual quality of the surrounding environment. The result of the foregoing analysis indicates the project from both the distant locations (SV1 and SV2) and nearby residential viewpoints (VP1 – VP6) would have a less than significant impact.

7. References

Caltrans California Scenic Highway Program Website: www.dot.ca.gov/hq/landarch/scpr/htm

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St Helena, CA

Appendix A

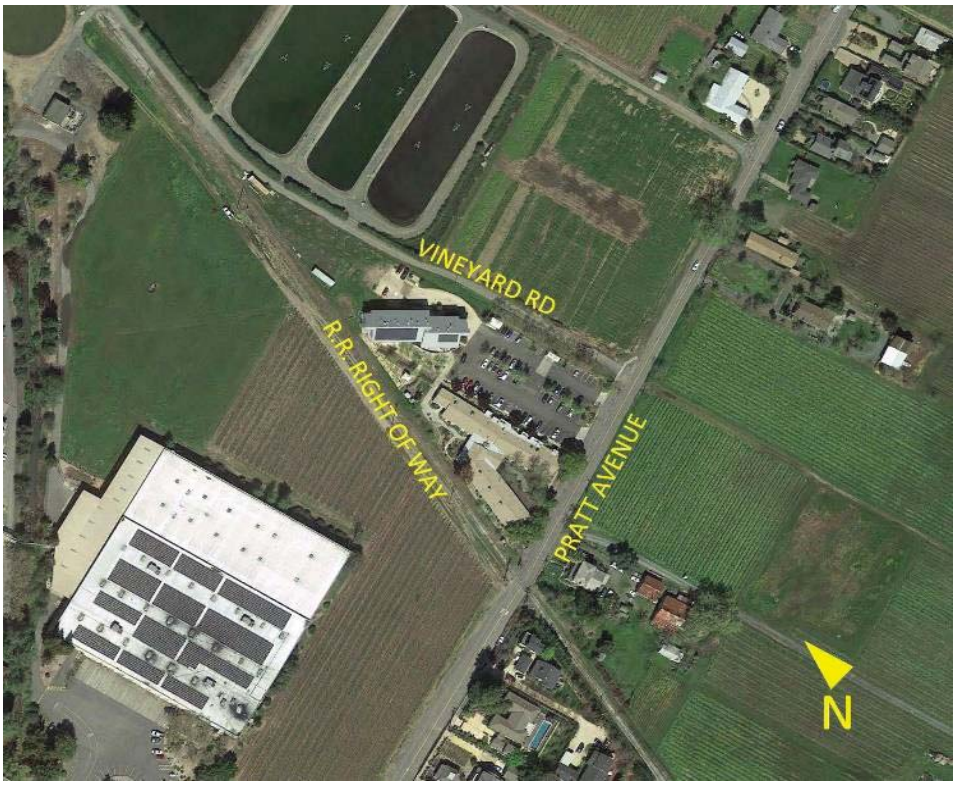

Figure 1: Aerial of Site (NTS)

Visual Impact Assessment
830 Pratt Avenue
St Helena, CA

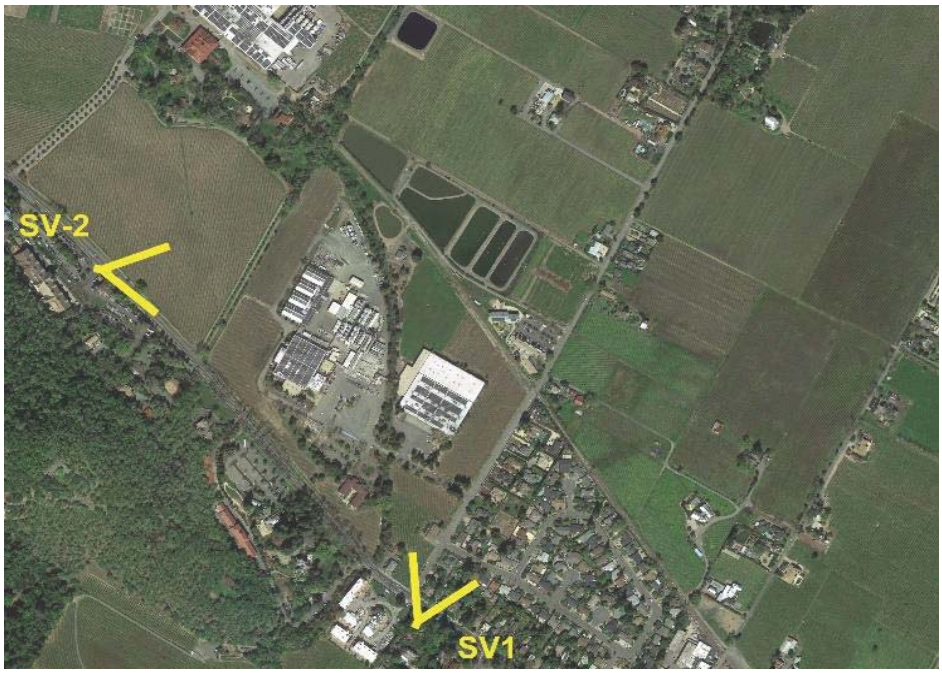

Figure 2: Locations of Scenic Views from Potential Resources. SV1 taken at Hwy 29 at Pratt Avenue and SV2 taken at Hwy 29 at CIA at Greystone.

Visual Impact Assessment
830 Pratt Avenue
St Helena, CA



Figure 3: Locations of Viewpoints (VP1-VP6)

Visual Impact Assessment
830 Pratt Avenue
St Helena, CA



Figure 4 SV1 View from Hwy 29 along Pratt Avenue toward proposed project site.

Visual Impact Assessment
830 Pratt Avenue
St Helena, CA



Figure 5: View taken from CIA_Greystone over Hwy 29 looking southeast to project site located behind Beringer production and warehouse facilities.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 1: BEFORE

AUGUST 15, 2016

Agenda Item #5.2.

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 1: AFTER

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 2: BEFORE

AUGUST 15, 2016



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 2: AFTER

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 3: BEFORE

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 3: AFTER

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 4: BEFORE

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 4: AFTER

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 5: BEFORE

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 5: AFTER

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 6A: BEFORE

AUGUST 15, 2016

Agenda Item #5.2.

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 6A: AFTER

AUGUST 15, 2016

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 6: BEFORE

AUGUST 15, 2016

Agenda Item #5.2.

Agenda Item #5.2.



CULINARY INSTITUTE OF AMERICA NAPA VALLEY

VIEW 6: AFTER

AUGUST 15, 2016

Agenda Item #5.2.

Agenda Item #5.2.

WATER AVAILABILITY ANALYSIS

Culinary Institute of America – Greystone & Vineyard Lodge

2555 Main Street, St. Helena, California (APN 009-131-003)

830 Pratt Avenue, St. Helena, California (APN 009-010-024)

SUMMIT

CIVIL STRUCTURAL ELECTRICAL WATER|WASTEWATER

Project No. 2016039 & 2016040

June 14, 2016

Revised: September 2, 2016

CIA GREYSTONE & VINEYARD LODGE USE PERMIT ASSISTANCE **SUMMIT ENGINEERING, INC.**
Project No. 2016039 & 2016040 Water Availability Analysis
June 14, 2016
Revised September 2, 2016

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CIA GREYSTONE & VINEYARD LODGE
WATER AVAILABILITY ANALYSIS

PROJECT DESCRIPTION

The Culinary Institute of America (CIA) consists of a Greystone campus, located at 2555 Main Street, St. Helena, and a Vineyard Lodge campus, located at 830 Pratt Avenue, St Helena. The Greystone campus currently has an enrollment of 200 students and provides housing for 101 students in dormitories at Vineyard Lodge and up to 38 students at Greystone. CIA is proposing a Use Permit amendment to expand enrollment to 300 students and to add dormitories for 123 students and 1 education staff at the Vineyard Lodge campus. CIA also plans to relocate some activities to the Copia Building in Napa to reduce employees and students at the Greystone and Vineyard Lodge campuses. The Vineyard Lodge will upgrade the current student lodges to provide a maximum occupancy of 224 residents.

The Wine Spectator Greystone Restaurant (WSGR), at Greystone, currently operates 362 days a year with 190 seats for lunch and dinner service. This restaurant will be closed and the Flavor Discovery Center (FDC) will take the place of the WSGR. The FDC will serve meals only 180 days per year with an average of 58 guests per day; therefore, reducing overall annual water use at the Greystone campus.

WATER USE AGREEMENT

The CIA Vineyard Lodge and Greystone properties currently operate under an amended water use agreement (Resolution No. 2008-77) in which 1,600 gpd of water allotment was transferred from the Greystone property to the Vineyard Lodge property to meet the water demand of a new dormitory building. The resulting current City water allotments for the 2 properties are as follows:

CIA Greystone:	15,900 gpd (average day)
	17.8 ac-ft/year
CIA Vineyard Lodge:	4,750 gpd (average day)
	5.2 ac-ft/year
Total Allotment:	**20,650 gpd (average day)**
	23.1 ac-ft/year

The onsite well at Greystone is currently used for landscape irrigation only, and the well will continue to be used only for landscape irrigation in accordance with the City of St. Helena Municipal Code.

EXISTING WATER USE

The existing water demand estimates for the Greystone and Vineyard Lodge campuses are presented in Table 1. The restaurant, café, campus store, and general hospitality at Greystone are closed during the holidays. The Vineyard Lodge is closed to students during the 8 weeks of vacation (spring and summer breaks, Thanksgiving, Christmas and holidays). During these 8 weeks of breaks, 50% of the instructors and education staff are present during 5 weeks, and no instructors or education staff are present for 3 weeks.

Data records from 2014 and 2015 show that the average water use at Greystone during this period was 17,105 gal/day with an annual water use of 18.78 ac-ft, which is above the current allotment. As described in the following pages, the reduction in students and per capita use, accompanied by an increase in water efficiency measures from new dishwashers and appliances, and a leak detection program, will substantially decrease the overall water use at the Greystone site. Leaks have been identified at the site as a major source of water inefficiency and cause for allotment exceedances, and these will be repaired as part of the facility upgrades. Existing landscape irrigation demands are provided by an onsite well at Greystone.

Based on a review of water use and occupancy data at the Vineyard Lodge from 2014 and 2015, the estimated per capita water use is 63 gpd per resident. This number is derived from actual flow data, and includes water used for landscaping which is not metered separately. The estimated existing water use for Vineyard Lodge is approximately 6,373 gpd on average, or 6.03 ac-ft/year, which is above the current water allotment.

Table 1. Estimated Existing Water Use at Greystone & Vineyard Lodge

Type of Water Use	Existing Count	Water Demand (gpd)	Water Use (gpcd)	Annual Use (days/year)	Annual Demand (ac-ft./year)
Greystone		17,105		365	18.78
Vineyard Lodge:					
Students (bed count)	100	6,310	63	308	5.96
Education Staff	1	63	63	326	0.06
TOTAL		**23,478**			**24.81**

PROPOSED WATER USE

Greystone Campus

The proposed water uses for the Greystone and Vineyard Lodge campuses are presented in the following tables. The WSGR restaurant will be closed and the FDC will only be open 180 days a year. The FDC restaurant will utilize water efficient appliances, further contributing to the reduction in water demand for this site. The café, campus store, and hospitality will remain closed during the holidays. Only 50% of the instructors and education staff will remain present during 5 of the 8 weeks. Please see Enclosure A for detailed water use estimates.

Table 2. Estimated Proposed Water Use at Greystone

Type of Water Use	Proposed Count	Water Use (gpcd)	Peak Water Demand (gpd)	Annual Use (days/year)	Annual Demand (ac-ft./year)
Administration:					
Employees	6	15	90	355	0.10
Operations Staff	22	15	330	355	0.36
Restaurant:					
Employees	3	15	45	355	0.05
Restaurant Guests	0	15	0	355	0.00
Flavor Discovery Center:					
Student Staff	0	15	0	180	0.00
Restaurant Guests	58	15	870	180	0.48
Café:					
Employees	7	15	105	355	0.11
Café Guests	42	6	252	355	0.27
Campus Store:					
Employees	6	20	120	355	0.13
Store Guests	20	3	60	355	0.07
Education:					
Students	300	23	6,900	308	6.52
Instructions	25	15	375	326	0.37
Education Staff	18	15	270	326	0.27
Student Lodging	38	60*	2,280	326	2.28
Hospitality:					
Employees	2	15	30	355	0.03
Visitors & Guests	25	3	75	355	0.08
Food Enthusiasts:					
Education Staff	3	15	45	355	0.05
Education Guests	20	15	300	355	0.33
TOTAL	**557**		**12,147**		**11.51**

* The Environmental Protection Agency's Onsite Wastewater Treatment Systems manual recommends a daily flow rate of 25-60 gpcd for boarding houses

The projected water use for Greystone is approximately 12,147 gal/day peak flow, but when factoring in the annual use, the average daily flow becomes 10,276 gal/day, corresponding to 11.51 ac-ft/year. This estimate is below the current water allotment and less than the existing estimated water use for the site.

Vineyard Lodge

Students will spend a large portion of their day outside of the dormitories, so a value less than the typical daily per capita water use estimate is used to calculate proposed water use. Based on billing data, the average daily water use for the Pratt Avenue site from May 2014 through May 2015 was 6,373 gpd based on billing records, with a total occupancy of 101 residents, resulting in an average water demand of approximately 63 gallons per capita per day (gpcd). A flow rate of 65 gpcd is therefore used to be conservative to calculate the water demand for the existing dormitory building that will remain. The vineyard lodge will remain closed to students during the 8 weeks of vacation and closed to instructors and staff for 3 weeks of that vacation period.

For the proposed dormitory buildings, the City of St. Helena Water Neutral Policy for Development provides a method for estimating proposed water demand based on fixture flow rates and use assumptions. The following calculations show that the estimated residential water demand for the proposed buildings should be approximately 35 gpcd due to new water efficient fixtures and appliances, and new plumbing infrastructure.

Table 3. Proposed Dormitory Buildings – Water Demand

Fixture		Flow Rate				Flow Duration		Occupants			Water Use	
Toilet	x	1.3	gal/flush	x	3	flushes/day/occupant	x	164	occupants	=	640	gal/day
Showerhead	x	1.5	gal/min	x	8	min/day/occupant	x	164	occupants	=	1,968	gal/day
Sink Faucet	x	0.5	gal/min	x	0.75	min/day/occupant	x	164	occupants	=	62	gal/day
Kitchen Faucet	x	1.5	gal/min	x	4	min/day/occupant	x	164	occupants	=	984	gal/day
Kitchen Faucet (Dishwashing)	x	1.5	gal/min	x	1.27	min/day/occupant	x	164	occupants	=	309	gal/day
Clothes Washer	x	19.7	gal/load	x	0.37	load/day/occupant	x	164	occupants	=	1,195	gal/day
Proposed Building Design Water Demand										**=**	**5,517**	**gal/day**
Average Use per Occupant										**=**	**31.5**	**gal/day**

No dishwashers will be installed in the kitchen/common areas. To account for the additional demand required to hand wash dishes, an additional kitchen faucet source was included, equivalent to three times the anticipated dishwasher water demand anticipated in the City of St. Helena Water Neutral

Policy guidelines. The estimated dishwasher rate is based on 6.3 gal/load, 0.1 load/day/occupant, and 164 occupants, for a total of approximately 103 gallons per day. Therefore 309 gpd was added to the kitchen faucet use, or 1.265 min/occupant/day in addition to the typical 4 min/day/occupant assumed in the Water Neutral Policy. This should adequately account for the amount of additional water used per occupant at the kitchen faucet for dishwashing purposes.

Manufacturer's specification sheets for the included fixtures are included in Enclosure B. The 164 occupants total within the three new buildings should require approximately 5,128 gal/day of domestic water in total, which equates to 31.5 gpcd. For design purposes, an estimated 35 gpcd was used for per capita water demand. Combining the estimated water demand for the existing and proposed buildings, and summing over an annual basis provides the total proposed domestic water use for the Vineyard Lodge.

Table 4. Estimated Proposed Water Use at Vineyard Lodge

Type of Water Use	Proposed Count	Water Use (gpcd)	Water Demand (gpd)	Annual Use (days/year)	Annual Demand (ac-ft./year)
Existing Dormitory Building:					
Students (bed count)	59	63[a]	3,717	308	3.51
Education Staff	1	63	63	326	0.06
Proposed Dormitory Building:					
Students	164	35[b]	5,740	308	5.43
TOTAL	**224**		**9,520**		**9.00**

[a] Based on a review of water use and occupancy data at the Vineyard Lodge from 2014 and 2015, the estimated per capita water use is 63 gpd per resident.
[b] Based on the fixture parameters and flow described above and included in Table 3.

The estimated proposed water use for Vineyard Lodge is approximately 9,605 gal/day peak flow (8.98 ac-ft/year), which is above the current water allotment. It is proposed that the existing water allotment be revised to redistribute excess allotment from Greystone to Vineyard Lodge to account for the increase in demand from the new dormitory buildings.

LANDSCAPE IRRIGATION WATER USE – VINEYARD LODGE

A landscape area of approximately 32,905 sf is proposed as part of the Vineyard Lodge improvements. The landscaping will consist of 100% low water use xeriscape, and will require approximately 0.73 ac-ft of water per year, or 650 gallons of water per day. This estimate is based on the Water Efficient Landscape Worksheet for the City of St. Helena provided by the project landscape architect. Please refer to the landscape plans and calculations for details.

CONCLUSION

Based on the proposed changes to student and employee numbers and session scheduling at Greystone, and the new dormitory buildings at Vineyard Lodge, the combined annual water demand for both sites should be within the existing combined water allotment of 23.1 ac-ft./year. A comparison of the baseline existing and proposed demand, as well as the initial allocation of annual water supply for operational purposes is included in Table 5. Within this table, the demand estimates in gallons per day represent peak demand, and the acre-ft/year values represent annual operations at less than 365 days/year as described previously in this report.

In order to meet the specific needs of each site, CIA proposes to combine the allotments for each property into one water agreement so that water can be used between the two properties as required, while staying under the total existing water allotment of 23.1 ac-ft./year. Approval from the City Council of St. Helena will be sought in order to restructure the water allocation agreement into a shared agreement for the two facilities. Should a shared water agreement not be possible, CIA is proposing an equal redistribution.

Table 5. Proposed Water Allotment for CIA

Site	Existing Allotment	Baseline Existing Demand*		Proposed Demand		Proposed Redistribution	
	(gpd)	(gpd)	(ac-ft/year)	(gpd)	(ac-ft/year)	(gpd)	(ac-ft./yr)
CIA Greystone	15,900	17,105	18.78	10,276	11.51	10,325	11.56
CIA Vineyard Lodge	4,750	6,373	6.91	9,520	10.36	10,325	11.56
TOTAL	**20,650**	**23,478**	**25.69**	**19,796**	**22.17**	**20,650**	**23.1**

* Based on flow meter data

Although the measured baseline existing use is above the current water allotment, because of the changes to the facility's programming and more efficient fixtures, the proposed demand is less than the total water allotment for both properties. CIA proposes the retrofits as well as a reduction in the number of students and restaurant guests described above at the Greystone facility, to offset the increased water use proposed for the Pratt Avenue site. These retrofits and reductions are proposed in accordance with the City of St. Helena Water Neutral Policy for Development (off-site retrofits), and should provide a substantial reduction from the measured existing water demand. Therefore, the zero net water increase between these properties as required by the Water Neutral policy will be met.

CIA GREYSTONE & VINEYARD LODGE USE PERMIT ASSISTANCE
Project No. 2016039 & 2016040
June 14, 2016
Revised September 2, 2016

SUMMIT ENGINEERING, INC.
Water Availability Analysis

ENCLOSURE A

WATER USE DATA

Agenda Item #5.2.

Vineyard Lodge Water Use Data
2014 - 2015

Billing Period		Days in Billing Period	Total Gal	Ave GPD
5/16/2014	6/15/2014	30	166,056	5,535
6/16/2014	7/15/2014	29	169,048	5,829
7/16/2014	8/15/2014	30	259,556	8,652
8/16/2014	9/15/2014	30	195,976	6,533
9/16/2014	10/15/2014	29	306,680	10,575
10/16/2014	11/15/2014	30	306,678	10,223
11/16/2014	12/15/2014	29	160,072	5,520
12/16/2014	1/15/2015	30	75,548	2,518
1/16/2015	2/15/2015	30	174,284	5,809
2/16/2015	3/15/2015	27	162,316	6,012
3/16/2015	4/15/2015	30	171,292	5,710
4/16/2015	5/15/2015	29	103,224	3,559
Summary		Max	306,680	10,575
		Average	187,561	6,373
		Median	170,170	5,819

Agenda Item #5.2.

Greystone Water Use Data
2014 - 2015

Billing Period		Days in Billing Period	Total Gal	Ave GPD
6/16/2014	7/15/2014	29	528,836	18,236
7/16/2014	8/15/2014	30	464,508	15,484
8/16/2014	9/15/2014	30	437,580	14,586
9/14/2015	10/14/2015	Billing Data Not Available		
10/16/2014	11/15/2014	30	587,180	19,573
11/16/2014	12/15/2014	29	528,088	18,210
12/16/2014	1/15/2015	30	382,228	12,741
1/16/2015	2/15/2015	30	526,592	17,553
2/16/2015	3/15/2015	27	529,584	19,614
3/16/2015	4/15/2015	30	571,472	19,049
4/16/2015	5/15/2015	29	462,264	15,940
5/16/2015	6/15/2015	30	462,264	15,409
6/16/2015	7/15/2015	29	507,892	17,514
7/16/2015	8/15/2015	30	454,784	15,159
8/16/2015	9/15/2015	30	604,384	20,146
9/16/2015	10/15/2015	29	503,404	17,359
Summary		Max	604,384	20,146
		Average	503,404	17,105
		Median	507,892	17,514

2015	Max	604,384	20,146
	Average	513,627	17,527
	Median	507,892	17,514
2014	Max	587,180	19,573
	Average	488,070	16,471
	Median	496,298	16,847

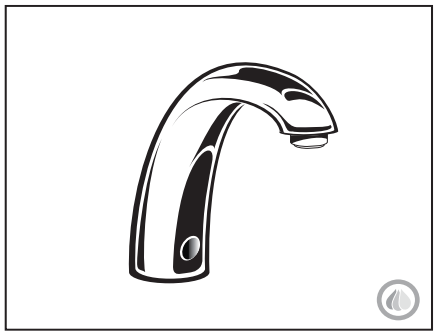
ENCLOSURE B

MANUFACTURER'S SPECIFICATION SHEETS FOR FIXTURES

L-1

American Standard
Style That Works Better

SELECTRONIC™
ELECTRONIC PROXIMITY LAVATORY FAUCET



GENERAL DESCRIPTION:

Electronic faucet with proximity operation. Vandal-resistant solid brass construction with single post mounting. Operates on DC (battery) or AC permanent power. Water pressure range from 20 to 125 psi. Single inlet 15" flexible stainless steel hose with 3/8" compression fitting for spout connection.

PRODUCT FEATURES:

Vandal-Resistant Brass Body: Durable - Excellent in high use applications.
Power Options:
• **Battery -** Approx. 4 years with Lithium Battery CR-P2
• **Plug-In - Integral** low voltage transformer
(115 VAC supply) with 6 foot long power supply.

Easy and Flexible Installation:
Single post mounting with optional 4" and 8" Deck plate. Water resistant solenoid enclosure mounts to wall.

Integrated; Easy Service Strainer:
Patented integrated strainer enclosed in removable debris cup protects the solenoid valve and aerator from debris. Perforated stainless steel strainer is low maintenance and can be easily accessed.

Temperature Mixing:
Optional thermostatic mixing valve meets ASSE 1016 performance and anti-scald requirements at 0.5 GPM. Mixing valve will connect directly to solenoid inlet and is housed in matching enclosure.

End Device:
Choice of 0.5 GPM (1.9 L/min) pressure compensating, vandal-resistant spray or 1.5 GPM (5.7L/min) pressure compensating, vandal-resistant aerator.

CODES AND STANDARDS:

These products meet or exceed the following codes & standards:
ANSI A117.1
ASME A112.18.1
CSA B 125
NSF 61/Section 9

ADA Compliant

MODEL NUMBER:

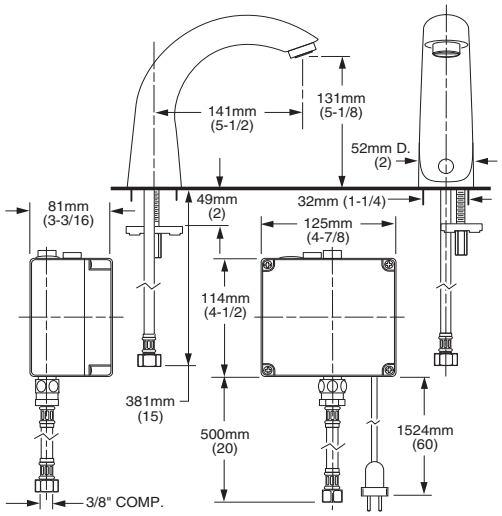
DC POWERED; single inlet
- ☒ **6055.105** with cast spout, 0.5 GPM pressure compensating, vandal-resistant spray.
- ☐ **6055.102** with cast spout, 1.5 GPM pressure compensating, vandal-resistant aerator.

AC POWERED; single inlet
- ☐ **6056.105** with cast spout, 0.5 GPM pressure compensating, vandal-resistant spray. Includes AC power supply.
- ☐ **6056.102** with cast spout, 1.5 GPM pressure compensating, vandal-resistant aerator. Includes AC power supply.

MULTI AC POWERED; single inlet
- ☐ **6057.105** with cast spout, 0.5 GPM pressure compensating, vandal-resistant spray. One power supply (sold separately) can operate up to 15 faucets in series. 10' extension cable included.
- ☐ **6057.102** with cast spout, 1.5 GPM pressure compensating,vandal-resistant aerator. One power supply (sold separately) can operate up to 15 faucets in series. 10' extension cable included.

OPTIONAL 4" or 8" Deck plates
- ☐ 605P.400 4" brass deck plate with 1/4" fixation studs and quick spin nuts. (6-1/8" x 2-1/8" x 1/2")
- ☐ 605P.800 8" brass deck plate with 1/4" fixation studs and quick spin nuts. (10-1/8" x 2-3/8" x 1/2")

OPTIONAL Mixing Valve
- ☐ 605XTMV Thermostatic mixing valve, flex hoses 3/8" compression 20" hose length.



RECOMMENDED SPECIFICATION

Electronic Proximity Lavatory shall feature vandal resistant all brass body with single inlet, and in-line strainer. Shall also feature a low energy use electronically operated solenoid valve and microprocessor controlled proximity sensors. Shall meet ANSI A112.18.1M and ANSI 117.1 codes. Fitting shall be American Standard Model # 6055.____, 6056____, 6057____.

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ELKAY®
SPECIFICATIONS

Food Service Flexible Spout Kitchen Faucet
Model(s) LKD2442BHC

S-1

PRODUCT SPECIFICATIONS

Food Service Flexible Spout Kitchen Faucet. Faucet has a flow rate of 1.5 GPM, and is made of Chrome Plated Brass material, with a Quarter Turn Ceramic Disc valve. Faucet requires 3 faucet holes.

Mounting Type:	Deck Mount
Special Features:	Low Flow Removable cartridge
Finish:	Chrome
Handle Type:	4" Lever Handle
Deck Clearance:	10"
Spout Reach:	8"
Spout Height:	12-1/8"
Hole Drillings:	3
Material:	Chrome Plated Brass
Valve Type:	Quarter Turn Ceramic Disc
Valve Connection:	1/2"-14 NPSM
Flow Rate:	1.5 GPM
Spout Clearance:	10"
Faucet Hole Size (min):	1-1/4"
Faucet Hole Spread:	4"
Spout Swing Rotation:	360°
Spout Type:	Flexible Spout

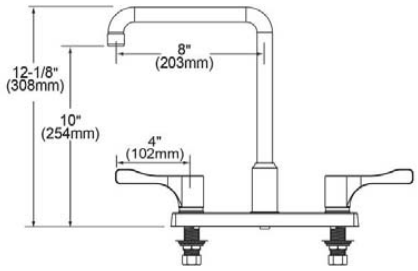
Special Note: All operating parts are replaceable from above deck



AMERICAN PRIDE. A LIFETIME TRADITION.
Like your family, the Elkay family has values and traditions that endure. For almost a century, Elkay has been a family-owned and operated company, providing thousands of jobs that support our families and communities.

Product Compliance: ADA
ASME A112.18.1/CSA B125.1
NSF 372 (lead free)
NSF 61

Clean and Care Manual (PDF)
Installation Instructions (PDF)
Limited Warranty (PDF)



PART:_____QTY: _____
PROJECT:_____
CONTACT:_____
DATE:_____
NOTES:_____
APPROVAL:_____

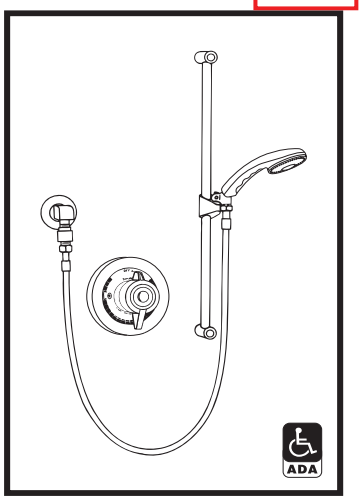
In keeping with our policy of continuing product improvement, Elkay reserves the right to change product specifications without notice. Please visit elkay.com for the most current version of Elkay product specification sheets. This specification describes an Elkay product with design, quality, and functional benefits to the user. When making a comparison of other producers' offerings, be certain these features are not overlooked.

© 2015

SH-1

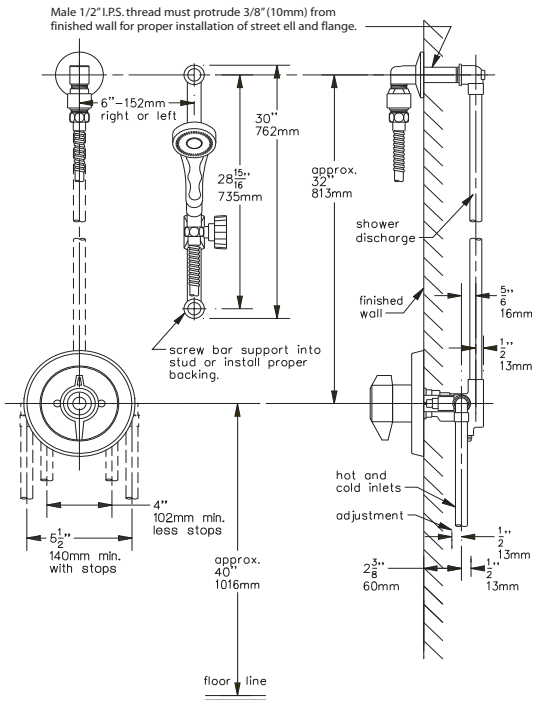
BP-56-300-B30-V
Temptrol II™ Shower System with Hand Spray

Temptrol II Pressure Balancing mixing valve with adjustable stop screw to limit handle turn. Wall/hand shower with 5′ flexible metal hose, in-line vacuum breaker, wall connection and flange. 30″ slide bar for hand shower mounting.



Modifications:

- ☒ **Suffix X:** Integral service stops—allows water shut-off at valve for service
- ☒ **Suffix B:** Chrome brass escutcheon on valve
- **Suffix B48:** 48″ adjusting bar in place of standard 30″ bar
- **Suffix 6:** 6′ hose in place of standard 5′ hose
- **Suffix 2.0:** 2.0 gpm (7.8 L/min) flow rate
- ☒ **Suffix 1.5:** 1.5 gpm (5.7 L/min) flow rate



SYMMONS PRODUCTS MEET ANSI A112.18.1M, EPA '92 AND ALL KNOWN FLOW RATE REQUIREMENTS.
Shower Heads and Hand Showers 2.5 GPM (9.5 L/min)

Job/Location

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Engineer

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Contractor

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ADA *This drawing to be used for rough-in installation only. All floor to center dimensions optional. Concealed piping and fittings not furnished by manufacturer. Dimensions are for ADA compliance (Americans with Disabilities Act) consult ADAAG or your state regulations for proper product choice and mounting locations. For complete installation, adjustment and service information see installation instructions.*

Symmons Industries, Inc. ▪ 31 Brooks Drive ▪ Braintree, MA 02184
(800) 796-6667, (781) 848-2250 ▪ Fax (800) 961-9621, (781) 843-3849
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UR-1

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Style That Works Better

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WASHBROOK® FloWise® UNIVERSAL URINAL

VITREOUS CHINA

WASHBROOK® FloWise® UNIVERSAL URINAL

- Vitreous china
- Ultra High Efficiency, Low Consumption. Operates in the range of 0.125gpf to 1.0gpf (0.5 Lpf to 3.8 Lpf)
- Flushing rim
- Elongated 14" rim from finished wall
- Washout flush action
- Extended sides for privacy
- 3/4" inlet spud
- Outlet connection threaded 2" inside (NPTF)
- 2 wall hangers
- Fixture only
- Strainer included
- Meets ASME flush requirements at 0.125 to 1.0 gpf

☒ **6590.001** Universal Top spud
❑ **6515.001** Universal Back spud

Nominal Dimensions:
360 x 480 x 664mm
(14-1/8" x 18-7/8" x 26-1/8")

Recommended working pressure – between 20 psi at valve when flushing and 80 psi static

Compliance Certifications -
Meets or Exceeds the Following Specifications:
- ASME A112.19.2-2008/CSA B45.1-08 for Vitreous China Fixtures



SEE REVERSE FOR ROUGHING-IN DIMENSIONS

To Be Specified:
❑ Color: ❑ White
❑ Flush Valve:

1.0 gpf Flush Valve: Sensor-Operated:
- ❑ American Standard Selectronic® #6063.101.002 DC Power (Top Spud)
- ❑ American Standard Selectronic® #6062.310.007 AC Power (Back Spud)

1.0 gpf Flush Valve: Manual-Operated:
- ❑ American Standard # 6045.101.002

0.5 gpf Flush Valve: Sensor-Operated:
- ❑ American Standard Selectronic® #6063.051.002 DC Power (Top Spud)
- ❑ American Standard Selectronic® #6062.305.007 AC Power (Back Spud)

0.5 gpf Flush Valve: Manual-Operated:
- ❑ American Standard #6045.051.002

0.125 gpf Flush Valve: Sensor-Operated:
- ❑ American Standard Selectronic® #6063.013.002 DC Power (Top Spud)
- ❑ American Standard Selectronic® #6062.301.007 AC Power (Back Spud)

0.125 gpf Flush Valve: Manual-Operated:
- ❑ American Standard #6045.013.002

WaterSense Meets EPA Criteria
Certified by IAPMO R&T
When used with 0.125 gpf or 0.5 gpf urinal flush valves

M105

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Revised 6/13

Sloan ECOS® Flushometers

ECOS 8111-1.28 WC-1

► Code Number
3370448

► Description
Exposed, Battery Powered, Sensor Activated ECOS® Model Water Closet Flushometer for floor mounted or wall hung top spud bowls.

► Flush Cycle
Model 8113-3.5 Low Consumption (3.5 gpf/13.2 Lpf)

Model 8111 Low Consumption (1.6 gpf/6.0 Lpf)

► Specifications
Quiet, Exposed, Diaphragm Type, Closet Flushometer for either left or right hand supply with the following features:

- Vacuum Breaker Flush Connection and Spud Coupling, Wall and Spud Flanges
- Spud Coupling and Flange for 1½" Top Spud
- Flush Accuracy Controlled by CID Technology
- Sweat Solder Adapter with Cover Tube and Cast Set Screw Wall Flange
- Diaphragm, Stop Seat and Vacuum Breaker to be molded from PERMEX® rubber compound for Chloramine resistance
- Infrared Sensor with Multiple-focused, Lobular Sensing Fields for high and low target detection
- Initial Set-up Range Indicator Light (first 10 minutes)
- User friendly three (3) second Flush Delay
- "Low" Flashing LED
- ADA Compliant Battery Powered Infrared Sensor for automatic "No Hands" operation
- 1" I.P.S. Screwdriver Bak-Chek® Angle Stop with free spinning, vandal resistant Stop Cap with Adjustable Tailpiece
- Infrared Sensor with Multiple-focused, Lobular Sensing Fields for high and low target detection
- Latching Solenoid Operator
- Infrared Sensor Range Adjustment Screw
- Fixed Metering Bypass and No External Volume Adjustment to Ensure Water Conservation
- Flex Tube Diaphragm designed for improved life and reduced maintenance
- Engineered Metal Cover with replaceable Lens Window
- Courtesy Flush® Override Button
- Four (4) Size AA Batteries factory installed

Valve Body, Tailpiece and Control Stop shall be in conformance with ASTM Alloy Classification for Semi-Red Brass. Valve shall be in compliance with the applicable sections of ASSE 1037. Installation conforms to ADA requirements.



► Automatic Operation
Sloan ECOS® Flushometers activate via multi-lobular sensor detection to provide the ultimate in sanitary protection and automatic operation. A battery powered infrared sensor sets the flushing mechanism after the user is detected and Completes the flush when the user steps away.

► Functional & Hygienic
Touchless, sensor operation eliminates the need for user contact to help control the spread of infectious diseases. The G2 Optima Plus® Flushometer is provided with an Override Button to allow a "courtesy flush" for individual user comfort.

► Economical
Sloan installed batteries speed installation and provide years of metered flushing to control the use of water and energy. Batteries can be changed without turning off the water.

► Compliance

This space for Architect/Engineer Approval

► ELECTRICAL SPECIFICATIONS
Control Circuit
Solid State

SLOAN 10500 SEYMOUR AVE. ● FRANKLIN PARK, ● IL. 60131
Ph: 1-800-9-VALVE-9 or 1-847-671-4300 ● Fax: 1-800-447-8329 or 1-847-671-4380 ● http://www.sloan.com

Agenda Item #5.2.

ABBOTT & KINDERMANN, INC.
ATTORNEYS AT LAW

February 17, 2017

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

RE: Culinary Institute of America Expansion

Dear Mr. Housh,

This law firm represents a group of concerned St. Helena citizens ("Citizens"). Our clients are troubled by the size and scale of the Culinary Institute of America ("CIA") expansion of their Greystone campus located at 2555 Main Street ("Greystone Property") and their Vineyard Lodge Housing development on 830 Pratt Avenue in St. Helena ("Vineyard Lodge") (collectively the "Project").

The CIA has applied to the City of St. Helena ("City") to dramatically expand their services. In a city with less than 6000 residents, the environmental impacts of this Project will be significant. The CIA has applied for the following:

- **Increase** the enrolment to the CIA by **100** permanent residents for a total student body of 300 students.
- **Increase** the number of permanent staff by 7 teachers.
- Building of **new** 4468 sf storage cave.
- Three **new** residential buildings for CIA students ("Dormitories")
  - Building A is 17,885 sf (70 Beds)
  - Building B is 11,380 sf (52 Beds)
  - Building C is 11,380 sf (42 Beds)

  Total new Dormitory square footage is 40,645

  Total number of students at the Vineyard Lodge is 224 (Increase of 123)

  Total of 72 parking places for 224 occupants which requires a Variance.

- Adding over 40,000 square feet of urban use **outside of the Urban Limit Line of the City.**

2100 TWENTY FIRST STREET . SACRAMENTO, CALIFORNIA 95818 . T 916.456.9595 F 916.456.9599
1485 MAIN STREET . ST. HELENA, CALIFORNIA 94574 . T 707.294.2775 F 707.968.5728
www.aklandlaw.com . blog.aklandlaw.com

- Adding to additional traffic to Hwy 29/ Pratt Avenue intersection where the Level of Service ("LOS") is below the required standards.

Standard for Project Review

Under CEQA, an initial study is conducted to determine the level of environmental review required for CEQA compliance. *CEQA Guidelines Section 15063*. With this Project, the City of St. Helena, as the lead agency, conducted an initial study and determined that a mitigated negative declaration is the appropriate environmental review for this Project, rather than an Environmental Impact Report (EIR). As we will outline in this letter, we believe that several Project features were improperly analyzed or overlooked in the initial study and that the Project will have significant environmental impacts. Therefore, a Mitigated Negative Declaration is not the appropriate environmental document for this Project, and the City should initiate an EIR to analyze the environmental impacts of this Project.

CEQA requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant environmental impact. *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68, 75. CEQA Guidelines section 15382 defines the term "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

Cumulative Impacts

In addition to evaluating the direct and indirect impacts caused by this Project, the City of St. Helena must also "assess whether a cumulative effect requires an EIR." *CEQA Guidelines Section 15604 (h)(1).* According to the CEQA Guidelines, when assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. *CEQA Guidelines Section 15064 (h)(1).*

In order to flesh out the circumstances in which the incremental effects of an individual project are cumulatively considerable the agency must first incorporate mitigation measures into the project such that it's incremental impact is no longer cumulatively considerable. The initial study should explain why the identified mitigation measures will render the project's contribution less than cumulatively considerable. *CEQA Guidelines Section 15064 (h)(2).* Next the agency may determine that a project's

incremental contribution to cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem…within the geographic area in which the project is located."

The Court of Appeal in *Communities for a Better Environment v. California Resources Agency (3d Dist. 2002) 103 Cal. App. 4th 98,* emphasized that the lead agency must examine the impacts of the project under review against the backdrop of the cumulative conditions, and may not rely on the fact that a particular project's impacts are small in comparison to a large environmental problem, such as traffic, water quality, or air quality. Accordingly, in considering whether a project's impacts are "cumulatively considerable" the agency may not employ a "de minimis" rationale because to do so would ignore the potential impacts of the project in combination with past, present or future projects.

This cumulative impact analysis for this Project specifically applies to the traffic impacts. The 1993 St. Helena General Plan specified Roadway and Intersection Criteria to identify potential impacts from proposed development projects. The 1993 General Plan states that: All unsignalized intersections must maintain LOS C. In the initial study completed by the City it states that "with the project, study intersections will improve slightly with the exception of Pratt Ave./ SR Hwy 29 WB which will operate unacceptably under LOS "F" during AM and PM Peak hours with and without the project under both scenarios for baseline and future conditions." Further, the Project's traffic study specifically identifies a significant impact. The study states "Westbound Pratt Avenue turns would experience extreme delays (LOS F)…. The project increment of 4 trips ***would add to the existing lengthy delays;*** it would add 5.5 percent additional traffic to the westbound intersection approach during the AM and PM peak hours."

The Project's initial study failed to complete a proper cumulative impact analysis. If a cumulative impact analysis was properly done, the City would have concluded that potential impacts of past, current and future impacts on the Hwy 29/ Pratt Avenue intersection creates a potentially significant impact at this location. When an incremental impact of a project is cumulatively considerable, an agency must discuss that impact in an EIR. Since this Project incrementally contributes to a significant impact, an Environmental Impact Report must be conducted in order to properly analyze the cumulative impacts of the Project.

Indirect Impacts

Although items like waste water, water supply, and public services have been deemed to be less than a significant impact in the initial study, what is troubling, and it is not contemplated in the initial study, is that this Project is using up the City's precious and finite resources, and that the approval of this Project could potentially prevent future and more meaningful projects from acquiring conditional use permit approval. With this

Project, the City would be adding **100** new City residents for a total of 300 students in perpetuity. If the City uses up their limited public infrastructure and resources on this Project, then it may not have the capacity to approve projects that are necessary for the City like: local serving businesses, family housing, and hotels that produce transient occupancy tax revenue, since those types of projects may push the City over an environmental threshold in terms of the City's ability to provide municipal services like drinking water and proper disposal of wastewater.

The indirect impacts of this Project have not been analyzed and they could be significant. The City has a fragile and limited budget and failing municipal services. The City Manager in an article printed on July 16, 2016 in the St. Helena Star stated that the "city's infrastructure needs are "woefully unmet," and even everyday operations are a struggle. The city's water fund is taking $1.3 million out of its reserves, the wastewater fund has no reserves left at all…." Every project that is approved by the City, especially large projects like this one, may be the City's last project that it is able to provide services for. The City will most likely not be able to provide for future necessary projects if it adds 100 new residents to the City with this Project. We believe that the change caused by this Project sets into motion a chain of events that would foreseeably culminate in impacts on the physical environment. This potential and foreseeable impact was not analyzed by the lead agency in the initial study.

Flaws in Project Proposal

Flaws in Project traffic study:

The Project's traffic study is one of the most critical aspects of the Project. The Project is located at the northern gateway to St. Helena. Currently, there are severe and obvious delays at the Pratt Avenue/Hwy 29 intersection. Any additional car trips that are added to this already impacted intersection should be considered significant. That is why it is critical that the traffic study is properly conducted. A realistic traffic study will provide the decision makers with the tools they need to make an informed decision.

The traffic study is flawed since it only focuses on weekday (Monday-Thursday) traffic. Traffic impacts at the Hwy 29/ Pratt Avenue intersection are much more severe on Friday, Saturday and Sunday. During those days, there are more travelers on this roadway. The traffic study states that: "Traffic counts (counting cars) were conducted by Crane Transportation Group at the Pratt Avenue/ S.R. 29-128 intersection on Thursday, May 12 from 7:00AM to 6:00PM. The peak hours of total traffic passing through the intersection was determined to be 7:45 to 8:45AM and 4:00 and 5:00PM on Thursday. Students residing at Vineyard Lodge do not attend classes on the weekend, thus the analysis focuses on weekday activities."

Our criticism of this study is that it fails to conduct traffic counts at the peak tourist days during the peak tourist season when traffic is more congested. The study says that it

made "adjustments" to the study to account for the tourist season. This is such a critical analysis for the Project, therefore the traffic study should have been conducted on a Friday when the tourist season is actually occurring so that that analysis is able to capture a realistic assessment of the current conditions. Without this real time analysis, the numbers used by the traffic engineer for the baseline are speculative and flawed.

Further, the Project traffic study failed to include a potential future project in the traffic study. The Beringer Winery is located at the Pratt Ave/ Hwy 29 intersection. The Beringer Winery is a very larger winery, and they have applied to modify their use permit. Under CEQA, an initial study must include reasonable foreseeable projects when analyzing project impacts. The Project's traffic study failed to incorporate Beringer's increased traffic when analyzing the Project impacts. This must be cured to allow the lead agency to fully understand the existing conditions, the Project impacts, and the cumulative impacts.

Moreover, the Los Alcobas Hotel was included in the traffic study as it is located near the Pratt Ave/Hwy 29 intersection. We believe the traffic inputs that were used in the traffic study are not representative of how the Los Alcobas Hotel will actually function. Since the opening of Los Alcobas Hotel is imminent, we urge the lead agency to analyze the traffic patterns of the Pratt Ave/ Hwy 29 intersection after the Los Alcobas Hotel has opened, so that there is clear and accurate assessment of the traffic at this intersection.

Flawed procedure:

The Project delicately hinges on the assumption that the CIA is going to be able to successfully prevent the students from possessing and using their own cars in perpetuity, in order to give the perceived notion that that Project's traffic impacts are not significant. A negative declaration may be defective if it mischaracterizes the proposed project and fails to acknowledge evidence showing that significant effects may occur. *Christward Ministry v. Superior Court (4th District 1986) 184 Cal App. 3d 180.*

There are likely flaws in the City's Project analysis because the initial study failed to limit the use and amount of cars through Project mitigations. The proposed project states that: "All 100 (new) additional students would be living at the Vineyard Lodge housing on Pratt Avenue in St. Helena and attending weekday classes at the Greystone facility. These students will be shuttled to and from the CIA Greystone campus on weekdays, as they would not be allowed to use a personal vehicle to access classes, consistent with the current practice." Without a doubt, the applicant is attempting to limit the amount of cars that the students utilize in an attempt to make the Project's traffic impacts less than significant. The problem with this approach is that these restrictions should be part of the project mitigations and not a part of a "standard practice". If the restrictions on car usage are not a part of the Project mitigations, a violation by the CIA of this use is not enforceable by the lead agency.

If all of the students at Vineyard Lodge have and use cars for weekend trips or to participate in jobs outside of St. Helena, then the Project traffic impacts would be significant. Since there is no restriction through a mitigation measure on the number of cars that are allowed, the City is not able to legally enforce whether students can use their cars in the future. If a limitation of car usage is not a part of the Project's mitigations, then this aspect of the Project will be unenforceable by the City. Since, the City has no power to limit the Project's car usage, it is reasonably foreseeable that the Project would create a significant traffic impact since the Project is located at an intersection that currently is operating below the required standards.

What if the CIA moves to Napa?

The CIA has purchased a large and expensive facility in the City of Napa. They have relocated a large portion of their operations to this southern campus. Since the CIA has a considerable portion of their operations in Napa, what would happen if they decided to move *all* of their operations to Napa, and attempted to sell their St. Helena properties.

If the CIA were to relocate, the Vineyard Lodge property would not be able to stand on its own, due to the Project's restrictions on parking and the lack of cars that would be allowed on the Property. With these severe restrictions, the Pratt Avenue Property would be a tainted asset that has no marketable value.

The Vineyard Lodge cannot operate independent of the Greystone property. Since this is the case, the CIA would only be able to sell both properties as a bundle deal, and the seller would have to comply with the terms of the approved conditional use permit (which most likely works for no one else except for the CIA). These potential conditions make the property a non-marketable asset.

This means that if the CIA were to move all of their operations to the southern campus, this will leave the Pratt Avenue neighborhood with over 40,000 square feet of building that does not have independent value.

Therefore, it is reasonably foreseeable that the CIA would ask the City to allow the use to exist as apartments (with a lack of parking spaces for the tenants). An alternative scenario would be that the CIA would be forced to demolish the Vineyard Lodge because the permitted use only works for their school but fails to meet the needs for any other buyer. With an approval of this Project, the City is essentially pigeon holing the use of the Pratt Avenue Property which is poor land use planning and this could create significant long term issues for the City of St. Helena.

Conclusion

In this communication, we have identified a number of issues and potential significant impacts with this proposed Project. We recommend that the City conduct an EIR to properly analyze all of the Project impacts.

Without a comprehensive environmental analysis the decision makers will be asked to take a "leap of faith" when making a determination on this Project. This is a very large project in size and scope for the City of St. Helena. We strongly believe that an EIR is required. As of now, the proper environmental review has not been conducted.

Very truly yours,

Brian Russell

Brian Russell

BR/sb

cc: Naomi Glass
Pam and Mike Griffin
Donna and Rusty Hinds
Gary and Sharon Lessing
Jose and Kari Martin
Anthony Micheli
Carol and Philip Norfleet
Carol and Fred Papina
Teri Zingale

Lilly Bianco

From: Pierette Titus <pierettetitus@icloud.com>
Sent: Thursday, February 16, 2017 2:47 PM
To: Lilly Bianco
Cc: Paul Dohring; Geoff Ellsworth; Alan Galbraith
Subject: CIA Dorm Expansion

Dear Ms. Bianco,

I'm a homeowner on Park Street for the last 18 years. It has come to my attention the proposal to expand the dorms and increase the number of students at CIA facility.
We have serious concerns about the traffic and the safety impact this project will have in our neighborhood.

The intersection at Pratt Avenue and Main Street is dangerous. There is very limited visibility of cars approaching both south and northbound directions. Cars park on the east side of Hwy 29 block the visibility for the driver on Pratt Ave intending to turn left to Main Street. The drivers heading north usually are accelerating as they approach the Elms tunnel. The angle and limited space to enter/exit Beringer tasting facility has caused many accidents throughout the years. Now, the newly build Las Alcobas Hotel and restaurant will exacerbate the already existing problems in that intersection. It is so hazardous for drivers trying to make a left turn from Pratt Avenue to Main Street that plainly speaking, it is suicidal. I'm aware about the shuttle that runs from the dorms to the CIA, however, the increase number of students will create more trips to and from both facilities, adding to the perils of the situation.

Our neighborhood will be directly affected by adding more students/drivers to the proposed expansion of the CIA dorms. The hazardous conditions on Pratt Ave and Main Street and the closure of Pratt Ave at Silverado Trail will divert more traffic to our neighborhood. It is a serious safety concern given the fact that we have many young families with children walking to school or riding their bikes. The city has already limited resources for first responders and emergency personnel and adding more traffic in this location will exacerbate, jeopardizing safety. These concerns are shared by many other residents in our neighborhood. I hope you, the mayor and council members carefully review and reconsider the approval of this project. At the minimum, it should be amended to address safety concerns expressed by this community.

Thank you for your attention,
Pierette Titus

Sent from my iPad

Lilly Bianco

From: Anya Pierce <pierce.anya@gmail.com>
Sent: Thursday, February 16, 2017 3:01 PM
To: Lilly Bianco
Subject: CIA dorm expansion

To whom it may concern,

We already have a ton of traffic on Pratt and main, it's practically impossible to turn left. There have actually been traffic accidents on Main Street from this dangerous intersection.

Now Los Alcobos hotel is going to open, making more noise and traffic.

Please do not add to this traffic/ noise problem by expanding the CIA dorm.

Thanks,

Anya Pierce
1767 Crinella Drive
Saint Helena

Sent from my iPhone

Agenda Item #5.2.

Cindy Black

From: JOSE MARTIN <josekari@prodigy.net>
Sent: Sunday, February 19, 2017 12:20 PM
To: Lilly Bianco
Subject: Stop CIA Pratt ave expansion

To whom it may concern.

This email is in regards to the Pratt Ave CIA Dorm expansion. My name is Jose Martin, My wife Kari and I have lived on Pratt Ave since 1997. We have seen plenty of changes around here since then. However, not too many projects have actually helped the community or improved the City infrastructure.
This is by far one of those projects, there is nothing the City will gain by allowing this project to move forward. No improvements to sewer, wastewater or the pavement on Pratt ave. It will increase traffic, water use, noise, use of city resources and make the intersection at Pratt Ave and Main St. even more difficult and dangerous to use. We see students walking up and down Pratt Ave every day at all times of the day, even late at night when its dark. The lighting on Pratt Ave is bad, there are no sidewalks or bike lanes. The student shuttle is going to increase, (who wants that on their street?) they have two buses now but plan on adding a third.

We do not want to see the additional traffic, noise and wastewater with no economic benefit to the city. We do not want to see the set back of a commercial building be reduced and the max building height should not be allowed to change.

Do not allow this project to move forward without proper planning and stringent requirements that benefit the city and community!

WE ARE AGAINST THIS PROJECT

Jose and Kari Martin
1075 Pratt Ave
St. Helena CA
707-479-3690

Cindy Black

From: Terri Reynolds <t.reynolds76@comcast.net>
Sent: Friday, February 17, 2017 4:26 PM
To: Lilly Bianco
Subject: CIA Dorm Expansion

Hi Lilly,

My name is Terri Reynolds. My family and I live on Park St in Saint Helena. My husband and I have owned our home for the past 11 years. I am writing to respond to you about the CIA dorm expansion being currently considered on Pratt Street. I want you to know that I am opposed to this.

With the 70 room Starwood hotel Los Alcobas opening soon, our neighborhood cannot handle anymore growth and traffic. When I spoke with Noah last month about the hotel's lack of parking spaces, he said that the town had no plans on putting a light in at the corner of Pratt and Main Street. He said that traffic patterns were studied and there was no reason to put one in, but there will be a turn lane. With a possible CIA expansion, there will be a lot more traffic for the Crinella development. Light or no light, people will start using Park Street, as a cut through. It is already used as such when there are accidents on the Trail or 29. Both Pratt and Park get backed up and Park St residents are unable to get out of their driveways when this happens. This is a residential development similar to Signorelli/Chiles area and Sylvaner on the west side where children ride their bikes and scooters in the street. This is also a very desirable community for many young families because of the wide streets with cul du sacs and close proximity to town. I can assure you that none of the residents here will be happy to see to see this neighborhood turn into a busy throughway.

It is also extremely difficult making a left out of the development onto Main Street from Crinella. It can take one car several minutes to pull out due to increased traffic. If cars are parked at either corner, it's very hard to see traffic. In addition, people traveling southbound down Highway 29 should be reducing speed as they enter town but they are not. I also often find that if there is a break in traffic coming northbound, the southbound drivers still refuse to let you enter and if traffic has slowed or stopped, they will block you from entering the lane. The other concerns that I have is that the crosswalks at Crinella and Elmhurst are two of the most dangerous in the town. Drivers for the most part simply don't pay enough attention. When my children were younger and attended RLS Elementary, I refused to let them cross the street to walk to school. I was fortunate enough to be able to drive my kids everyday, but not every family can do so. With more traffic in this area, you run the serious risk of pedestrians getting struck by a car. I understand the town is looking to make money and that is why something like Los Alcobas would have been approved with no staff parking, but with 140 new staff members soon to be parking and driving in the area, the CIA expansion is way too much for me.

Thanks for your time.

1

Agenda Item #5.2.

Sincerely,

Terri Reynolds

Rusty Hinds
777 Pratt Avenue
St. Helena, CA 94574

VIA E-MAIL

February 20, 2017

Chairperson Kistner;
Commissioners Monnette,
Parker and Knudsen
St. Helena Planning Commission
1480 Main Street
St. Helena, CA 94574

Re: 2555 Main Street and 830 Pratt Avenue

Chairperson Kistner and Commissioners,

In response to Mr. Meibeyer's letter to you, dated February 20, 2017, regarding the matter referenced above, I am respectfully submitting the following comments in correction of his misstatements and assumptions regarding the accuracy of my comments, which are factually supported by the underlying documents to the Initial Study/Mitigated Negative Declaration.

Traffic Issues

Crane Transportation Group conducted the traffic counts at the Vineyard Lodge driveway on Thursday, May 12, 2016 concurrent with Vineyard Lodge parking lot counts (Traffic Impact Report "TIR", Page 1). The focus of the study was on traffic patterns during the A.M. and P.M. peak hours with emphasis on the trips to and from Vineyard Lodge to Greystone.

My comment on the matter is accurate and states, "The TIR fails to consider the full magnitude of personal trip usage of the 72 permitted cars located at Vineyard Lodge." Given that the Vineyard Lodge driveway traffic study was performed on a weekday and was limited to those hours when most students are in class, proves my point on the limitation in scope and fallacy in the TIR statement, "There would be a small component of trips added to Pratt Avenue from the Vineyard Lodge.....attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area." The "full magnitude" of student personal car usage, from the Vineyard Lodge driveway, occurs during non-school days and non-school hours (i.e. weekends and holidays) resulting in a far more accurate numerical representation of the potential traffic impact during actual peak weekend traffic patterns in and around St. Helena.

With respect to the Pratt Avenue/Hwy 29 intersection issue, my comments are accurate in stating, "The TIR incorporates a theoretical estimate of the traffic contribution from the Las Alcobas driveway.....The TIR may prove to be inaccurate when actual traffic impacts resulting from the Las Alcobas Hotel begins operating at full capacity....Since the Las Alcobas Hotel is a

large project (68 guest rooms plus a restaurant serving the general public), with potentially significant impacts in the same area as the proposed project and the proposed Beringer projects, it would be prudent to deny the proposed Vineyard Lodge expansion project until the actual full traffic impacts can be further determined.

Noise Issues

In review of the 15 page Culinary Institute of America Vineyard Lodge Noise Study, prepared by ICF International and dated June 15, 2016, there is no language in support of Mr. Meibeyer's comment in paragraph two of his letter which states, "The students were on break and not attending classes from April 29 until May 2nd, but began arriving back to campus that day." The Noise Study actually states on page 9, "The existing CIA facility was unoccupied as students were on break. These measured noise levels therefore represent the lowest noise levels likely to be encountered in the area."

Given that the only source document made public for review, renders my comment accurate in stating, "The Noise Study was actually conducted in April-May 2016 while there were no students onsite at the Vineyard Lodge. As such, the results of the Noise Study are inaccurate since the actual onsite student noise contribution was not measured and not considered for mitigation." My further comment stating "Key findings of the study were not predicated on the proposed 224 students residing at the Vineyard Lodge." is completely accurate as evidenced by the Noise Study's statement (Page 12), "Gatherings could include up to 120 students who would live onsite." There was no qualifier included in the Noise Study statement, as Mr. Meibeyer suggests, "Further, given the students' schedules, it is reasonable to assume there would at most be a gathering of a maximum of 120 students (a bit more than 50% of the total students) in that area..... " His presumption that no more than 120 students will gather at an event in the Quad furthers my questions raised, "Does this set a maximum outdoor activity limit of 120 students that live onsite?" "What about participation by the other 104 students?"

Aesthetic Issues

With respect to Mr. Meibeyer's comments regarding the Visual Impact Assessment ("VIA"), I read the document thoroughly, several times, and studied the Landscape Plan, prepared by Architectural Resources Group, in infinite detail, prior to preparing my comments. Not only do each of my comments, on the topic, remain valid and accurate, several of those made by Mr. Meibeyer are not supported by the documents made available to the public for review. For example, "In response to the issue of the VIA being conducted in the summer months while deciduous trees still retain their foliage, the author of the VIA has commented as follows: 'The deciduous nature of the existing surrounding landscape was considered when assessing the impacts of the of the proposed project." There is no evidence of this statement in the public record. Furthermore, the VIA computer generated renderings, depicting the before project and after project views, reflect all trees with full foliage. With the exception of the four (4) existing camphor trees, located along the southwest corner of Pratt Avenue, and the lone eucalyptus tree, located in the railroad right-of-way on the west side of the property, all of the other mature trees are deciduous and provide no screening in the Fall and Winter months. In addition, Mr. Meibeyer references, "In addition, as can be seen in the Landscape Plan, twenty eight (28) larger 24" boxed

trees will be planted on the property perimeter along with the relocation of 6 mature fruitless Mulberry trees, provided ample screening (while the Sycamore trees are deciduous, they are very large and mature and provide substantial screening the vast majority of the year and still provide some visual filtering during a short period of winter.) The vast majority of the scheduled trees, included in the Landscape Plan, are deciduous and will not provide additional screening during the Fall and Winter months. Further contradicting the landscape screening issue is the conclusion included in the Vineyard Lodge Traffic Impact Report (E. Site Lines at the Vineyard Lodge Driveway, page 16), "Therefore, sight lines would be acceptable assuming **no** landscaping is planted along the site frontage that would ultimately grow and block driver views."

The three story elements of Buildings A and C are not afforded any screening from the existing trees nor the future planned landscaping. These buildings are simply too tall (40'2") and their respective distances located from Pratt Avenue do not diminish the significant degradation of the visual character along Pratt Avenue. Mr. Meibeyer's statement "and continuing to locate a substantial portion of the Pratt Avenue improvements behind the existing camphor trees" is not accurately reflected on the Landscaping Plan inclusive of the 36' tall Building B located along the Pratt Avenue frontage.

Summary

While it was unfortunate that I had to spend the time in response to Mr. Meibeyer's letter, which unsuccessfully attempted to undermine the accuracy and intent of my original comments to the findings in the Applicant's Initial Study/Mitigated Negative Declaration, it is important for each of you to know that I have spent innumerable hours reading, studying and digesting the contents of every document and attachment associated with the Applicant's matter.

Mr. Meibeyer's letter further reinforces my original summary conclusions, which are supported by the contents of the documents, that the Applicant has failed to thoroughly analyze each of the environmental factors that are potentially affected. Several of the technical studies are "nuanced" on a conditional set of variables, or factors, or limited in scope which has a direct bearing on the proper evaluation and classification of the potential impact. Contradictions in findings and conclusions between the Applicant's technical reports and the IS/MND reflect the effect each has on the degree of significance. As a result, the impact is either not properly classified as significant or potentially significant, which would warrant mitigation, or the mitigation measure offered is ineffective in the rendering of significance of impact to less than significant status.

Pursuant to CEQA, Section 21082.2.d "If there is substantial evidence, in light of the whole record before the lead agency, that a project may have a significant effect on the environment, an environmental impact report shall be prepared." In the event the Planning Commission finds that the project should not be denied on the criteria of Design Review or Use Permit findings, the Applicant should be required to perform an EIR to fully delineate the Potentially Significant Impacts to the environment.

Agenda Item #5.2.

I appreciate each of you and your time in consideration of my reply, the content of my original comments (Public Comment 16) and the opportunity to address the issues associated with this most significant project during the scheduled Planning Commission meeting tomorrow night.

Respectfully yours,

Rusty Hinds

cc: Charles Meibeyer
Brian Russell

Comments to Culinary Institute of America Campus Master Plan

IS/MND

IS/MND

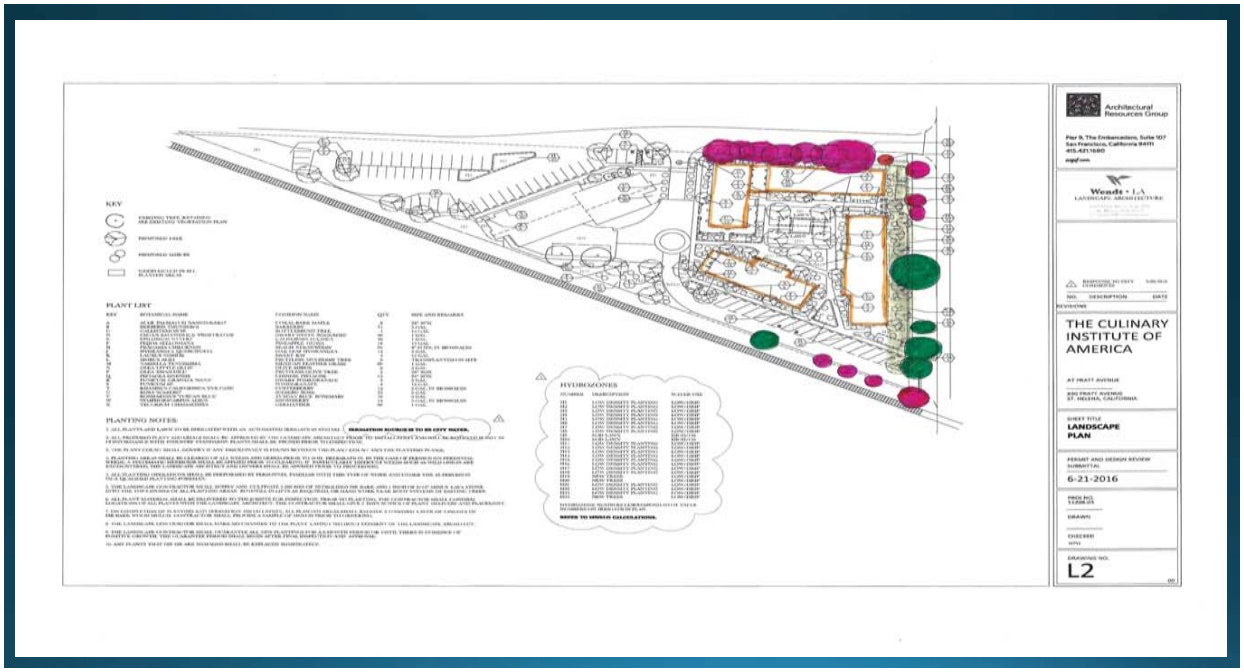
- The Initial Study must properly classify project impacts
- Degree of Impact Significance influenced by:
- Conditional or erroneous generation/analysis of data/variables limiting outcomes or conclusions
- Unrecognized, unreconciled contradictions in underlying technical reports
- Mitigation measures that are ineffective

Agenda Item #5.2.

Aesthetics

- VL high intensity (Building massing, height) is inconsistent with character of surrounding land use. Massing is a “hallmark” metric contemplated by Planning Commission
- Mitigation Measure (AES-1) Landscape Plan is ineffective in properly screening significant visual impact of mass and height
- “Sight lines acceptable assuming no landscaping planted along site frontage that would grow and block drivers views” (TIR, VL exit driveway)
- Potentially significant impact. Not mitigated

Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.

Land Use/Planning

- Site located beyond the Urban Limit Line
- VL high intensity (Massing) is inconsistent with surrounding land use (Agriculture and Residential)
- Project contradictory to G.P. Policy 2.6.5 “Continuation of low intensity uses adjacent to ULL”
- PQP requires high level of scrutiny and vetting
- Project feasibility requires granting of several variances
- Potentially significant impact. Not mitigated

Agenda Item #5.2.

Parking Demand

- VL: 31% (Applicant)(72 cars, 69+3 cars)
- VL: 49% (TIR vehicle count, May 2016)(99 cars)
- VL: 56% (Hinds 48 cars parked 2/15/17 evening)(125 cars)
- Greystone: 70% (TIR)(157 cars)
- Significant discrepancies in parking demand
- Requires variance
- Potentially significant impact. Mitigation measure of five bicycles does not reduce level of impact significance

Agenda Item #5.2.

Noise

- Study conducted while VL students on break (Spring 2016)
- Study not predicated on all 224 students residing at VL
- "Gatherings could include up to 120 students that live onsite"
- "Student activities not expected to result in noise at property line from 10:00 p.m. to 7:00 a.m." College students keep late hours
- Study did not consider noise emanating from VL toward two residential building sites located directly across Pratt Ave.
- Potentially significant impact. Not mitigated

Agenda Item #5.2.

Population/Housing

- Increased VL residents 101 to 224 (Net increase of 123, 122 %)
- Not consistent with surrounding land use and low density development on parcels located beyond ULL
- Expanded student enrollment adds 100 residents to City population. Not accounted for in ABAG residential increase forecast of 400 by 2040.
- Potentially significant impact. Not mitigated

Agenda Item #5.2.

Traffic

- VL study only considered A.M. and P.M. peak traffic on weekday
- VL student personal car usage not fully considered (72 cars)
- Pratt/ Hwy 29 intersection study utilizing theoretical Las Alcobas driveway traffic. Beringer reported projects not considered
- Park St./Crinella being used as "cut through" to avoid Pratt intersection not considered
- Potentially significant impact. Not mitigated

Agenda Item #5.2.

Water

- Applicant water usage exceeded allotment in 2014 and 2015
- Baseline existing demand: 23,478 gpd
- Current allotment: 20,650 gpd
- Proposed water demand: 21,667 gpd (Annual adjusted to 19,796 gpd)
- Demand calculations not strictly a function of newer water saving fixtures and volume offsets from Greystone. Frequency and duration of use differential (theoretical to actual) can be significant.
- Past history is often an indicator of future performance
- Water is a finite resource. Enforcement action/penalty for continued volume exceedance?

Agenda Item #5.2.

Wastewater

- VL current peak daily flow: 6373 gpd
- VL anticipated peak daily flow: 9605 gpd
- Increase in VL peak daily flow: 3232 gpd (51%)
- Regardless of VL onsite treatment, current capacity of Crinella lift station and city treatment plant, would approval be granted for 51% increase in discharge for all users on Crinella system or citywide?
- Wastewater capacity and treatment is a finite resource.

Agenda Item #5.2.

Summary

- The Vineyard Lodge expansion project should be denied for the following reasons:
- High intensity (Massing) is inconsistent with character of surrounding land use (Agricultural and Residential). Mitigation measure will not adequately reduce visual degradation of site and surroundings.
- Project is located beyond the ULL and is contradictory to G.P. Policy 2.6.5 “Continuation of low intensity uses adjacent to ULL ” and fails compliance on numerous Design Review and Use Permit criteria as found in the Municipal Code
- Potentially significant impacts not sufficiently identified nor mitigated
- Project feasibility requires granting of several unmerited variances

Agenda Item #5.2.

Summary

- 1993: Use Permit approved the construction of two dormitories and a third, with Permit amendment, at Greystone campus
- 1993: Use Permit required 1:1 room to parking space ratio
- 1993: City Council certified an Environmental Impact Report
- 1993: CIA requested 200 students. City approved maximum limit of 104. Expanded to 200 in 2008.
- 2017: City facing major challenges with economic development with finite resources. Is expanded CIA enrollment in best interest of City? If yes, solution is expand housing at Greystone Campus

Agenda Item #5.2.

Agenda Item #5.2.

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Charles W. Meibeyer
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February 20, 2017

VIA E-MAIL

Chairperson Kistner;
Commissioners Monyette,
Parker, and Knudsen
St. Helena Planning Commission
1480 Main Street
St. Helena, CA 94574

Re: 2555 Main Street and 830 Pratt Avenue

Chairperson Kistner and fellow Commissioners:

On the Culinary Institute of America's ("CIA's") behalf I want to note that we sincerely appreciate the Commission's time and patience in its review of the substantial materials submitted in this matter. We also truly appreciate the efforts of City staff in guiding the applicant toward the preparation of a full and complete application and, in particular, the thorough and capable Staff Report analyzing the various aspects of this project.

The Staff Report's CEQA analysis, particularly the thoughtful responses to the numerous comments that were received, establishes without doubt that there is no basis for a fair argument that any aspect of the project constitutes a significant environmental effect. The report also exhaustively analyzes the requisite Design Review criteria, General Plan consistency, Use Permit findings, and Variance Findings and concludes that findings have been made to approve the project as submitted.

The CIA recognizes that certain neighbors may have concerns about additional development at 830 Pratt Avenue. As we will discuss further at Tuesday's hearing, the CIA made numerous revisions to the project to address concerns raised at a neighborhood meeting in April, and further concerns raised during the Use Permit process, to minimize impacts to the neighborhood, and City of St. Helena resources. At the same time, the CIA also believes that the housing stock in the City of St. Helena is at a critical level, and has determined that it should not only avoid exacerbating that problem by adding additional students without providing on-campus housing, but that it should make every effort to reduce the number of its existing students that occupies homes and apartments in St. Helena. Through this project, the CIA will provide housing for 260 out of its 300 students – and is the only institution, profit or non-profit,

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within the City of St. Helena that provides housing for its students (or employees). As a result, we believe this project is important not only to the CIA, but also to the City of St. Helena.

As noted above, the Staff Report fully responds to comments submitted during the CEQA comment period. Some additional comments regarding CEQA issues were received after the closing of the comment period that were inaccurate and require correction. We also thought it would be beneficial to provide some amplification regarding a few issues in the Staff Report, but believe the Staff Report is an excellent roadmap to Tuesday's discussions.

1. Traffic Issues.

In his submitted comments, Mr. Hinds incorrectly asserts that "The Traffic Impact Report ('TIR') only considers peak A.M. and P.M. shuttle bus trips from Vineyard Lodge to Greystone. The TIR fails to consider the full magnitude of personal trip usage of the 72 permitted cars located at Vineyard Lodge." (R. Hinds Comment Letter p. 8.)

Crane Transportation Group's traffic studies in fact did account for the incremental trips associated with the new students who will reside at the Vineyard Lodge, and determined based on observed trip generation at the Vineyard Lodge driveway that only a small number of additional trips would occur during peak traffic hours in light of the students' class schedules. "There would be a small component of trips added to Pratt Avenue from the Vineyard Lodge (3 inbound trips and 5 outbound AM peak hour trips and 7 inbound and 5 outbound PM peak hour trips) attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area." (11/2/16 Vineyard Lodge Traffic Study p. 14.) As further explained in the CIA-Greystone Master Plan Traffic Study:

"*Most of the existing traffic activity associated with students living in non-CIA housing off-site occurs at non-peak traffic times* (i.e. on weekdays before 7:00 AM, from 1:00 to 2:00 PM or after 8:00 PM), thus, other than shuttles running every 15 minutes between the Vineyard Lodge and Greystone facilities, *only low-levels of student-related trips are reflected in project trip generation during the analyzed peak hours.* There would be minor trip increases (3 inbound and 5 outbound during the AM peak hour, and 7 inbound and 5 outbound during the PM peak hour) projected to and from the Vineyard Lodge housing, attributable to students with parking permits traveling to and from downtown St. Helena and the surrounding area during after-school hours. *The weekday student trip increases are projected at low levels based on the current low-level driveway counts at Vineyard Lodge during the analyzed peak hours.*" (11/17/16 CIA-Greystone Master Plan Traffic Study p. 17-18 [emphasis added].)

As shown in Figure 8 of the 11/17/16 Traffic Study (copy attached), these incremental trips would create 4 new left hand turns from Pratt Avenue onto State Route 29. The MND's analysis takes these additional trips into account at the Pratt Avenue/SR HWY 29 WB intersection, and determined that impacts would be less than significant: "[T]he addition of four (4) trips would further degrade the LOS under the AM and PM peak hours. Given the degraded LOS under

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Baseline conditions, a warrant analysis was undertaken. *Under baseline conditions with and without the project, the intersections would not meet warrant thresholds. Given that the project would not degrade the LOS to the next lowest level at any of the study intersections impacts would be less than significant.*" (MND p. 51.)

2. Noise Issues.

Mr. Hinds also makes a number of incorrect assertions regarding the Noise Study conducted by ICF International, which the MND relies upon to conclude that there are no significant noise impacts under CEQA.

As stated in the City's Response to Comments Response Number 5-2, ICF analyzed baseline noise levels between April 29th and May 4th, 2016. The students were on break and not attending classes from April 29 until May 2nd, but began arriving back to campus that day and were on-site during the balance of the monitoring period. As a result, the baseline noise levels during the initial portion of the monitoring period (when no students were on campus) provide the most conservative method for evaluating project noise impacts associated with an incremental increase in operational noise. ICF accounted for the marginal increase in vehicle trips on Pratt Avenue attributable to the project, and determined that the increase in traffic noise would be well below the threshold of a perceptible change.

Further, given the students' schedules, it is reasonable to assume there would at most be a gathering of a maximum of 120 students (a bit more than 50% of the total students) in that area, which will be enclosed by buildings which provide almost a solid barrier preventing noise from being directed toward neighbors along and across Pratt Avenue. As stated in the ICF report and the MND, the resulting sound level from 120 students talking at once at a quad gathering would be about 42 dBA at the closest existing residence, well below the measured daytime ambient sound levels of 50 to 64 dBA. The rules prohibiting amplified music, imposing noise curfew hours, and restrictions on non-residents accessing the property are in the student handbook and are enforced pursuant to the CIA's student code of conduct, and will continue to be enforced. As stated in the Response to Comments Response 6-2, there were only six calls associated with Vineyard Lodge housing placed to the St. Helena Police Department in 2016, none of which report student noise violations, although three pertained to fire and other alarms. Moreover, during this time period without any noise complaints, the existing dormitory buildings provided essentially no noise buffer toward Pratt Avenue neighbors due to the existence of the large, flat paved parking area along most of the Pratt Avenue frontage.

3. Parking Issues.

While the staff initially determined a Variance from the parking requirements was required for the project, the applicant has concluded that a variance should not be required for a college dormitory project because parking requirements for such facilities are dramatically less than are suggested for this project. We reach this conclusion because the Municipal Code ("Code") does

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not specifically specify the parking requirements for this project because student dormitories are not specifically listed as a residential parking category under Code Section 17.124.030.A. For such unlisted uses, Code Section 17.124.030.H provides that "[t]he planning commission shall determine the parking requirements for uses not specifically listed. In determining such requirements, the planning commission shall use the above requirements as a general rule and guide."

The CIA's student dormitories are dissimilar from the limited residential categories listed in that Code section. The Planning Department assumed that the rooming/boarding/lodging house requirement of one space per guest room, and two spaces for the resident owner, should apply to the student dormitories. But, in the definitions section of the Code's zoning title, dormitories are listed separately from lodging and rooming houses within the broad "hotel" definition. (Code § 17.04.160.) The Code parking requirements recognize that rooming/boarding/lodging houses have distinct features from typical hotels -- even though they are technically a subset of the "hotel" definition in the Code -- and impose a unique, tailored parking requirement for rooming/boarding/lodging houses based on those distinct features (including the typical on-site owner's unit). Because student dormitories are an unlisted use in Code Section 17.124.030, dramatically dissimilar from the listed residential uses, the Planning Commission is authorized to make a project-specific parking determination, using listed use parking requirements as a general rule and guide. We believe the dormitories require an entirely different parking scheme than is applicable to rooming/boarding/lodging houses.

Included with the submittals is the February 2017 Crane Transportation Parking Memo. In that report, Crane concluded that parking opportunities for college students are consistently extremely restricted by those institutions. For example, at UC Davis, students residing in residence halls are not allowed to bring automobiles to campus. At College of Notre Dame de Namur first year students are not allowed to bring automobiles and are expected to utilize public transportation. Crane noted that, nationwide average parking supplies for urban 4-year college sites are 0.3 spaces per total number of students, faculty and staff ("school population") in urban sites, and 0.4 spaces per school population at suburban sites. But, as noted by Crane, 4-year college sites with a mix of classrooms, halls, offices, and student housing are quite different from the proposed student dormitory-only site. Rather, the CIA's student dormitory project shares similar transportation demand management features with other California campuses, including shuttle service and strict on-campus parking permit restrictions. Accordingly, the Crane Transportation Memo concludes that the CIA's program "is highly supportive of students not requiring personal vehicles to travel to and from campus."

Given that students will not require personal vehicles for travel to and from the Greystone Campus, a parking requirement of one space per guest room would require excessive parking not in line with campus parking policies at the CIA or other California colleges. Students with high quality alternative transportation options will display markedly different travel patterns and parking demand compared to guests at rooming/boarding/lodging houses or hotels, who rely on private automobiles for the vast majority of their daily trips. The proposed 0.31 spaces per

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student dormitory bed requirement is in line with national average parking supplies for comprehensive campuses. In the project's unique circumstances, this requirement actually provides more student parking than is typical, given that the national averages of 0.3 to 0.4 parking spaces per school population include faculty and staff members far more likely than students to need access to their own private automobiles for commuting. In addition, the proposed 0.31 spaces per room requirement is a similar ratio to an existing residential use listed in the Code's parking section: rest homes, convalescent hospitals, residential care and similar group care facilities, which are required to provide only 0.25 spaces per bed.

The Crane Transportation Memo provides substantial evidence establishing that the Planning Commission should use its independent judgment, as authorized by the Code, to impose a specific parking requirement for a residential land use not otherwise existing in St. Helena. The project proposes 72 parking spaces for its 224 dormitory beds, three of which will be on-demand car rental spaces, exceeding the proposed 0.31 spaces per dormitory bed requirement.

Should the Commission determine, however, that the boarding/lodging/ guest house parking standard does apply, the findings regarding the Parking Variance establish the Variance should be granted.

4. Setback Issues.

As discussed in the Variance findings, the Vineyard Lodge property is the ONLY property on Pratt Avenue east of the railroad tracks where the special 36' setback applies (other than the Beringer vineyard next door that is part of a large parcel that wraps around to Main Street and will never develop structures instead of critical vineyards) that has made a dedication to the City for the full potential width of Pratt Avenue as a collector road. If the City determined at a later date that it needed to expand Pratt Avenue as a collector road it would have to condemn 10' to 20' along Pratt Avenue from all of the rest of the property owners on the northerly side of Pratt Avenue because none of those properties are able to be subdivided which would otherwise trigger the requirement of a free road dedication by the property owner. Moreover, the Pratt Avenue bridge is very narrow, and is intersects Silverado Trail along a blind curve where traffic from the north is traveling at 55 mph or more. As a result, it seems there is a very low/remote likelihood that Pratt Avenue will ever be widened in this area. As such, the proposed buildings will continue to be located 41 feet from the right of way along Pratt Avenue.

In any event, the Variance does not impede the City from constructing a wider roadway along Pratt Avenue because the room for that road widening already exists in the expanded roadway section along a portion of the Vineyard Lodge frontage, and the buildings will be approximately 15' further away from Pratt Avenue than the existing VL 1. Given these practical circumstances, and the fact that the Variance findings are compelling, the Variance should be granted.

5. Aesthetics Issues.

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The project was subjected to a rigorous Visual Impact Assessment ("VIA"). the Staff Report at page 10 of 26: "It is worth noting that this BLM [Bureau of Land Management] methodology is the most technical visual impact analysis familiar to staff"). Because the MND only references a limited portion of the VIA a copy is attached for the Commissioners' reference to highlight the object criteria addressed in that report. The VIA focused on the required aesthetics impact areas under CEQA: (1) Would the project have a **substantial adverse effect** on a scenic vista; and (2) would the project **substantially degrade** the existing visual character or quality of the site and its surroundings? After a thorough analysis the report concluded that neither of those adverse effects will result from the project. While views from Pratt Avenue will be different, the key views of the hills and mountains are preserved. Moreover, a change to a neighbor's view may be disappointing or frustrating, but that does not in and of itself create a substantial adverse effect on a scenic vista, or a substantial degradation of the existing visual character/quality of the site and surroundings.

One Commenter disputed the result of the VIA because it was conducted during the summer months when the deciduous Sycamore trees were full of leaves. In response, the author of the VIA has commented as follows: "The Visual Impact Assessment (VIA) for 830 Pratt Avenue took into account the existing physical qualities and characteristics of the surrounding environment including those of existing landscape materials immediately adjacent to the project site along Pratt Avenue."

"The deciduous nature of the existing surrounding landscape was considered when assessing the impacts of the proposed project. Existing and proposed trees and landscape plantings within the project site and additional trees along the right of way in lieu of driveway entrances were taken into account when making the findings."

We further believe it is important to note that this property is effectively an "infill project" that has been in commercial operation for over fifty (50) years; has had no agricultural activity during that time period, and is not a size that lends itself to economically viable agricultural activity - the findings that were made for the property's rezoning to Public: Quasi-Public in 2008. Moreover, the property is bounded on the west by the large Treasury wine storage facility, and to the east and north by sewage treatment ponds. An important feature of the property is its existing, very mature trees on the southwest corner and the easterly border along the Vineyard Road. In addition, as can be seen from the Landscape Plan, twenty eight (28) larger 24" boxed trees will be planted on the property perimeter along with the relocation of 6 mature fruitless Mulberry trees, provided ample screening (while the Sycamore trees are deciduous, they are very large and mature, and provide substantial screening the vast majority of the year, and still provide some visual filtering during a short period in the winter). And, as specified on project plans, the three story sections of the building improvements are located approximately 152 feet from Pratt Avenue, resulting in two story structures entirely along Pratt Avenue, and for a significant distance along the easterly border of the property. In addition, as noted previously, the current VL1 is located approximately 5' from the City's public easement along Pratt Avenue. The

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project enhances aesthetic values by moving the buildings approximately 15' further from Pratt Avenue, and continuing to locate a substantial portion of the Pratt Avenue improvements behind the existing camphor trees.

While the project does not meet the technical requirements of SB 743, the Legislature has exempted "infill projects" from both parking and aesthetic analysis under CEQA to ensure that transit-oriented infill projects are free of CEQA obstacles that would otherwise delay or preclude projects that provide important Greenhouse Gas Reduction and traffic reduction measures. Given the CIA's commitment to minimize traffic through its shuttle operation, and the development of a bike path along Pratt Avenue at a cost of $130,000, the CIA's project meets the underlying goals of those important policies.

We look forward to discussing these and other issues with you on Tuesday.

Very truly yours,



Charles W. Meibeyer

Enclosures
cc: St. Helena Planning
Brian Russell

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Agenda Item #5.2.

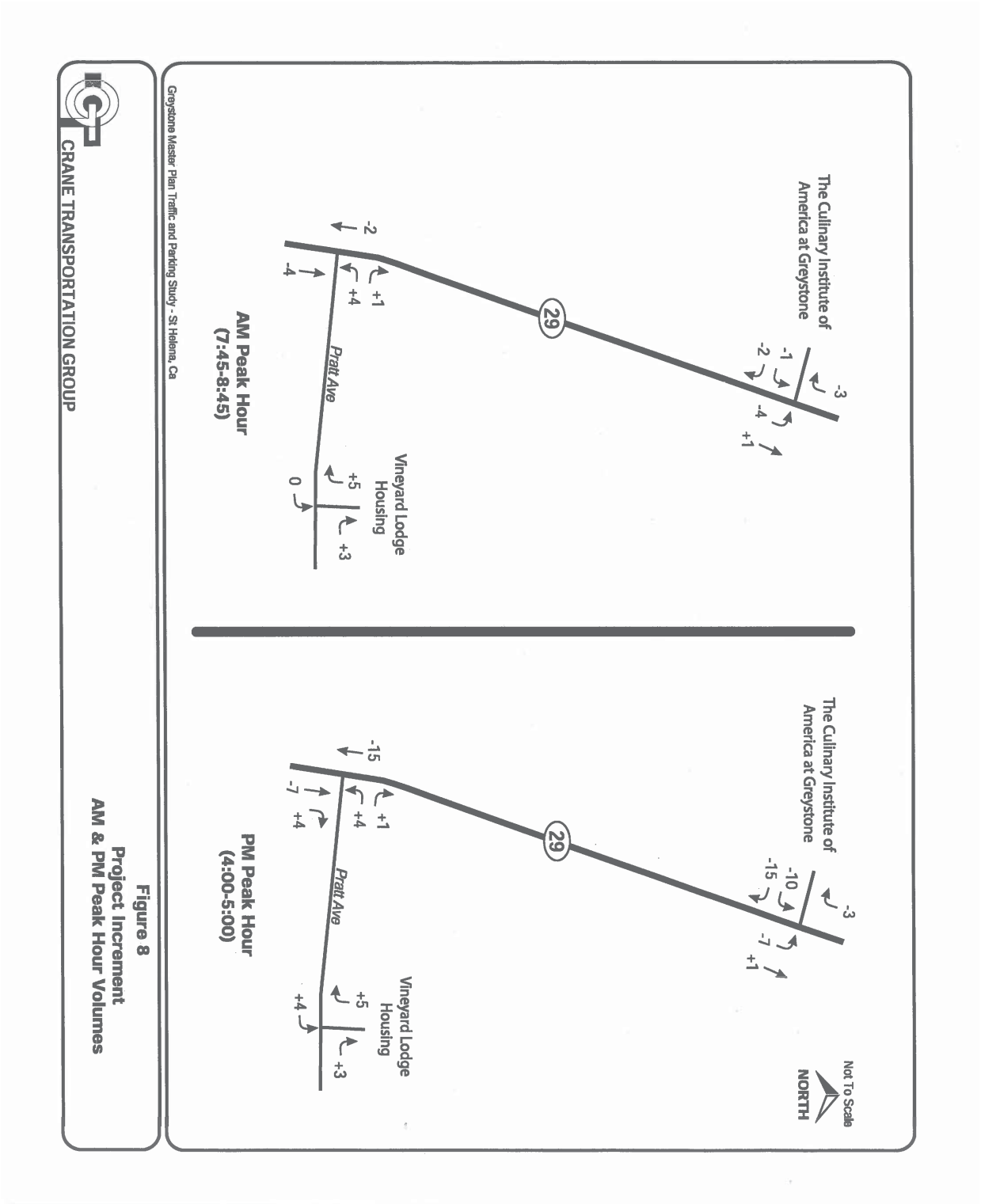

Figure 8
Project Increment
AM & PM Peak Hour Volumes

Donna Hinds
777 Pratt Avenue
St. Helena, CA 94574

VIA E-MAIL

February 20, 2017

Chairperson Kistner,
Commissioners Monnette,
Parker and Knudsen

Re: Response to Letter of Charles W. Meibeyer, dated February 20, 2017

Chairperson Kisner and Commissioners:

This response is to the letter of Charles W. Meibeyer, dated February 20, 2017. While not addressing all of the statements and discussions set forth in the letter, there are a few discussions that merit a response.

Mr. Meibeyer states in the third paragraph of page 1: "The CIA also believes that the housing stock in the City of St. Helena is at a critical level, and has determined that **it should not only avoid exacerbating that problem by adding additional students without providing on-campus housing**, but that it should make every effort to reduce the number of its existing students that occupies homes and apartments in St. Helena." This statement seems to assume that the CIA will be allowed the add the additional students and that by providing for dormitories the CIA is doing the City a favor. The City does not have to allow the additional 100 students. This is the number of additional students the Applicant has requested. If the CIA cannot demonstrate that they can provide adequate housing that meets design review standards and that will not place undue impacts, burdens and hardships on the City, the CIA should not be allowed to add the requested additional students. If the real goal of the CIA is to "reduce the number of its existing students that occupies homes and apartments in St. Helena," then why does the proposal only make a reduction from 52 outside students to 29 outside students? This is less than a 50% reduction, while they are asking for 100 more students. It would be reasonable for the Planning Commission to make a determination that having a Culinary School limited to 200 students is appropriate in light

of the fact that St. Helena is a small town with limited resources and there may be other projects that would provide more benefits to the City.

CIA Community Meeting:

The letter raises the issue of the community meeting. There are some misleading statements related to the community meeting resulting from the fact that the Applicant did not provide specific facts of the project at the meeting. No site plans were provided. No dimensions were provided. I specifically asked, "How far is Building B set back from Pratt Ave?" The answer given by Tom Bensel was "I do not know for sure, we are currently working on that issue." I responded, "Due to the large size of the building it should be set far back from Pratt Ave." When it was revealed at the meeting that the building was two story, I suggested that any buildings fronting on Pratt Ave. should be one story and have a large setback. There was no mention that some of the buildings would be three story or in excess of 40' tall. The CIA may have made revisions in their plans after the community meeting, but these revisions did not address the concerns of the neighbors. The CIA takes pride in stating that they revised their plans to move Building B from a 5' setback to a 20' setback. Was the original 5' setback of a building that is 150' long and 36' high[1] realistic? Additionally, the CIA never called a second meeting of neighbors to show them the actual plans with specifics that were going to be submitted to the City, so that the neighbors could have meaningful input. The CIA seems to put great weight on the fact that they made some revisions to the plans after the community meeting. Based on the massing of the actual plans submitted, it is hard to imagine this is a downsizing from the original plans. The statements in Mr. Meibeyer's letter seem to discount the concerns of the neighbors. At the bottom of Page 6 of his letter, Mr. Meibeyer states: "The project enhances aesthetic values by moving the building approximately 15' further from Pratt Ave, (than VL1) and continuing to locate a substantial portion of the Pratt Avenue improvements behind the existing camphor trees." VL1 (the former Marlinda building) is a one story building with the smallest widths of the building fronting on Pratt. Building B is 150' long, 36' high and is proposed to have a 20' setback. It is hard to believe one could state that Building B "enhances aesthetic values" as stated by Mr. Meibeyer. Additionally, on P. 6 of Meibeyer's letter he states: "Moreover, the property is bounded on the west by the large Treasury wine storage facility, and to the east and north by sewage treatment ponds." This statement is misleading in its characterization of the surrounding

properties. A simply drive-by will confirm this. The Treasury building is set very far back from Pratt Ave. (as large buildings such as this should be) and the property is surrounded by vineyards on the east. The sewage treatment ponds referenced by Mr. Meibeyer are also set back very far from Pratt Ave and cannot be seen from the road. There are also vineyards across the street to the south that were not mentioned. The applicant has stated that they will discuss this topic of the revisions they made after the community meeting further at Tuesday night's meeting. While meaningful community input would have been appreciated, there are many items to discuss at the meeting on Tuesday and the focus now should be on the project that has been proposed. A discussion of what they started with and revised it down to is self-serving and meaningless. There are real concerns related to the project, as proposed. This is where the focus should be.

Parking Issues:

The Applicant has requested a variance for parking and has presumably filed an Application seeking a parking variance. Now, one day prior to the Planning Commission meeting, Mr. Meibeyer is taking the position that a parking variance is not required. Section 17.124.030 sets forth the parking required for various types of Residential projects. Although the provision for rooming, boarding or lodging has historically been applied to the subject site (bottom of P. 6 of Staff Report), Mr. Meibeyer has pointed out that "dormitories" come within the Code definition of "Hotel" in Section 17.04.160. There is only a difference of one parking space between the two applicable provisions. Since "dormitories" are listed under the definition of Hotel, the proposed project should be required to have the parking spaces required by Section 17.124.030 A. 3. applicable to hotels, which provides for "one space for each individual guest room, suite, or sleeping or living unit." While the Code drafters did separate the provision applicable to "Rooming, boarding, or lodging houses" they did not provide for a separate provision for dormitories. The fact that "rooming, boarding, and lodging houses" were provided for separately does not somehow remove "dormitories" from the code definition of "Hotel." The Applicant is required to have 173 parking spaces and is required to seek a variance if it wants reduced parking. Mr. Meibeyer discusses parking situations at other campuses in an effort to say that the Applicant should not be required to seek a variance. The proposed dormitory is different from the other campuses named in many respects and the parking needs/demands of

those campuses cannot be determinative of parking needs for the proposed project. The Planning Commission should look to the provisions clearly set forth in our Code that were designed to provide for the purposes set forth in Section 17.04.020 including the public health, safety, general welfare, orderly uses of land, etc. Mr. Meibeyer has also stated that the parking demand for students at the Vineyard Lodge is .31 spaces per student. As stated in the Greystone Traffic Impact Report, the parking demand for students at Greystone is .70. How is this discrepancy explained? The Vineyard Lodge currently has 85 parking spaces with 101 students. While the Applicant states the demand is only .31, this has not been tested since the Vineyard Lodge Traffic Impact Report reflects a ratio of .44 and citizen parking counts prove in excess of .56. There are many occasions when this parking lot is full or nearly full, and clearly exceeds the .31 ratio requested by applicant. I have spent more time discussing the parking issue in a separate paper that specifically discusses variances. (Pratt Avenue Dorm Proposal Variance Discussion)

Setback issues:

This topic has been addressed fully in my submittal entitled Pratt Avenue Dorm Proposal Variance Discussion and will not be repeated here. Section 17.112.050 (adopted in 1994) requires a 36' setback on Applicants property that is measured from the Property Line. The building in question is 36' high and 150' long. Does the City really want a building this large to have a setback of only 20'?

Thank you, sincerely for your time and consideration of these very important issues.

Warm regards,

Donna Hinds

cc: St. Helena Planning
Brian Russell

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[1] While Building B is described as a 29'2" building, when measured pursuant to normal architectural practices, the building is 36' high.

PRATT AVENUE DORM PROPOSAL
VARIANCE DISCUSSION
SUBMITTED BY DONNA HINDS
February 20, 2017

This supplemental paper is to specifically address the variances requests made by Applicant and to discuss additional areas that require a variance request.

PRATT AVE. SETBACK VARIANCE:

In support of their request for a setback variance, the Applicant presents a very circuitous discussion on the interpretation of the special setback for Pratt Ave. (Section 17.112.050). The special setback provision is actually very clear. It states:

> A. Front Yard or Setback on Pratt Avenue. A front yard or setback of thirty-six (36) feet shall be required on the northwesterly side of Pratt Avenue from the Southern Pacific Railroad tracks to the Napa River, and a front yard or setback of twenty-four (24) feet shall be required on the southeasterly side of Pratt Avenue from the Southern Pacific Railroad tracks to the Napa River.

The Applicant seems to be unclear as to how to measure the special setback required by this provision. The Applicant looks to a provision in the A-20 Zoning and to a parcel map that was recorded in 1971 to assist in "interpreting" the special Pratt Ave setback provision, and concludes that the setback is determined by measuring from the centerline of Pratt Ave.

It is not necessary, or appropriate, for the Applicant to look to other provisions, or maps, to aid in interpreting Section 17.112.050. The section is very clear, as written, and, therefore, is not subject to the interpretations advocated by the Applicant. Section 17.112.050 provides: "A front yard or setback of thirty-six (36) feet shall be required…" The meaning of "setback" is set forth in Section 17.04.160 B. as follows: "**'Setback'** means the distance by which any use, building or structure is required to be removed **from a property line** contiguous to a public or private right-of-way (excluding alleys), except for such encroachments as are specifically permitted by this title." "**Front Setback**" is also defined as follows: "Front setback means the shortest **horizontal distance by which any use, building or structure is required to be removed from the front lot line**, except for such encroachments as are specifically permitted by this title." These definitions of "setback" make it extremely clear that, unless specified otherwise, Code references to "setback" mean a distance measured from the front lot line. To add even more clarity to this provision, Section 17.112.050 A. uses the term "Front Yard" in reference to the special Pratt Ave. setback. "Yard" as defined in section 17.04.160 B. "means an open space established in relation to **interior lot lines** which is required under the provisions of this title, other than a court, on the same lot with a building, which open space shall be **unoccupied and unobstructed from the ground to the sky**, except for such encroachments as are specifically permitted in this title. It is most interesting to note that Section 17.112.050 specifically includes the term "front

yard" with respect to the Pratt Ave. setback but does not reference "front yard" for the other streets named in the same section that require special setbacks. This makes it abundantly clear that the intention of the special Pratt Ave. set back is to not only provide that future buildings would be placed 36' back from Pratt Ave. but to further emphasize that there be a "front yard" that is "unobstructed from the ground to the sky." Since Pratt Ave. is defined as a "Collector Street" in the General Plan, it seems evident that the drafters of the special setback on Pratt Ave were insuring that any future construction leave a 36' area clear for possible future road expansion. The Applicant's request for a setback variance for Building B (which is 150' wide and 36' high) on Pratt Ave should be denied. It is a common zoning principle that the larger the building, the greater the setback. It is appalling that the Applicant is seeking to place this massive building closer than the required setback.

The Applicant lists six (6) houses on Pratt Ave and has analyzed their respective setbacks BY USING GOOGLE EARTH. These houses were all approved and built prior to the 1993 General Plan and prior to Section 17.112.050. The purpose of Section 17.112.050 (1994) was to prohibit any new building encroachments into the special 36' setback. It did not apply retroactively. The Applicant also points out that the existing Marlinda facility, that it is proposing to demolish, has a 7 foot setback from the property line. Again, this building was constructed in the 1960's, prior to the applicability of Section 17.112.050.

The Applicant looked to the A-20 zoning provisions to assist in the interpretation of the Pratt Ave. setback provision. While looking to the A-20 zoning was not necessary, on the issue of the setback variance, due to the clarity of the Pratt Ave. setback provision; I do appreciate the Applicant's understanding that in cases where there is not clarity, it is appropriate to look to the adjacent A-20 zoning. For example, the PQP does not set forth specific setbacks, FARs, etc. For these areas where the PQP is vague, it is helpful to look to the adjacent A-20 zoning for assistance with interpretations.

To approve the setback variance, the Planning Commission must find that:

A. A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

HINDS RESPONSE: As set forth previously, the special setback for Pratt Ave. is very clear and not open to the interpretation of Applicant. The subject property is subject to a 36' setback measured from the front property line. The neighboring properties on Pratt Ave. were not subject to this special setback as they were all built prior to the adoption of the current Section 17.112.050. (which appears to have been in 1994). The need for the variance is not related to the triangle shape of the property. The portion of the property that Applicant seeks to build on is the remaining portion of the property that is not impacted by the irregularity which has been previously addressed by the construction of Vineyard Lodge II.

The need for the variance is solely created by the desire of the Applicant to place more buildings on the property than reasonably fit.

B. The Variance is necessary for the preservation and enjoyment of substantial property rights of the Applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

HINDS RESPONSE: The requested Variance is not necessary for the preservation and enjoyment of the substantial property rights of the Applicant. The Applicant was granted a zoning change in 2008 from A-20 to PQP to enable the construction of the 12,612 square foot Vineyard Lodge II dormitory on the property. This zoning change enabled a much greater use of the Applicant's property than the surrounding neighbors and, in fact, impacted the surrounding neighbors. The Applicant now wants more.

C**.** The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

HINDS RESPONSE: Approval of a Variance that will allow construction of Building B, which is 150' long and 36' high (when measured to top of gables)*, to be setback only 20' from the property line will be "of substantial detriment to adjacent properties." A general planning principle is that the larger the building, the bigger the setback. The proposed building is enormous and out of character with Pratt Ave. The authorization of the Variance is in direct conflict with the General Plan. Pratt Ave is defined as a "Collector Street". The General Plan recognizes the need to preserve rights-of-way for Collector Streets. *Building B is described throughout the City and Applicant documents as 29'2". This building is actually 36' high when properly measured to the top of the gables that run the width of the building.

D. The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

HINDS RESPONSE: The Variance requested by the Applicant is not the result of "the condition or situation of the specific property" in that the reason for the requested variance is that the Applicant is trying to place more buildings, and more people on the property than actually fit.

E. The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

HINDS RESPONSE: The Variance, if allowed, will result in buildings or structures that will be detrimental to the public health, safety and welfare of the community

in that they will increase traffic, noise, and will create significant, unmitigated negative visual impacts. Additionally, there are concerns that the 16' access road will not provide sufficient passage for both firefighting trucks and the timely exit of people from the buildings in the event of fire.

PARKING VARIANCE:

The Applicant is requesting a variance to reduce required parking spaces from 175 spaces required by Code to 72 spaces; **This is 103 parking spaces less than the Code requires.** Of the 72 spaces, 3 will be used for rental cars, leaving 69 available spaces for students and the residential staff for these buildings. Restated, less than 69 students (out of 224 total) will be allowed to have cars (including 4 spaces for disabled parking). Since **155 students will not be allowed to have cars at the Vineyard Lodge**, and an allowance of only three rental cars available for these 155 students to share, the variance request is unreasonable. While Applicant states that this variance request is based on actual demand of the existing students, actual parked car counts indicate that many more students are parking at Vineyard Lodge than actually have permits. There have been several occasions during the last several months when parking counts (performed by Hinds) have far exceeded the 31% demand proposed by Applicant. The variance request is not based on the demand of the students, but rather, is based on the number of spaces the Applicant can fit on the property after designing three (four) very large dorm buildings. This is an artificial number created by the Applicant. These students are not comparable to residents of an elderly care facility. They are college students. These are young, healthy, **social** people who have drivers licenses and will be coming and going from the project at all hours of the day and late night. These students, in the words of the Applicant, will be "urged" not to bring cars with them to school. Many of these students likely already own cars that they will be "urged" to leave behind. This is not a fair request. This unreasonable request upon these young college students will result in the temptation of many students to bring their cars and park in locations throughout our town. They could have other students drop them off or ride their bikes to their cars. Where will they park these cars? At the rental homes of the 29 off-campus students? Along Pratt Ave.? In the Crinella subdivision? In the parking lots of other businesses? This is an unintended consequence that the Planning Commission should strive to avoid by not allowing a parking variance. (As a side note, the traffic study failed to consider the potential use of cars brought by students and parked off-campus).

To approve a parking variance, the Planning Commission must find that:

A. A hardship peculiar to the property, not created by any act of the owner, exists. In this context, personal, family or financial difficulties, loss of prospective profits, neighboring violations, are not hardships justifying a variance.

HINDS RESPONSE: There is no hardship that is peculiar to this property. The facts are compelling. The Applicant is proposing to increase the number of students by 123 and at the same time is proposing to reduce the number of

parking places by 13. The Applicant is requesting a total of 72 parking spaces for 224 students. The code requires 175 spaces. The Applicant is seeking a variance that would enable them to have 103 spaces less than required by code. The Planning Commission should not allow a Variance that creates a building with insufficient parking. A building that houses 224 people clearly requires more than 72 parking places. The Applicant has chosen to fill property with buildings at the expense of providing for adequate parking and now seeks a variance. This variance should be denied.

B. The Variance is necessary for the preservation and enjoyment of substantial property rights of the Applicant which are possessed by other properties in the same district and in the same vicinity; and that a Variance, if granted, would not constitute a special privilege of the recipient not enjoyed by his or her neighbors.

HINDS RESPONSE: The requested Variance is not necessary for the preservation and enjoyment of substantial property rights of the Applicant which are possessed by other properties in the same district in the same vicinity. Currently, the Applicant has some very large buildings on the Property and has sufficient parking to meet those needs. Granting the Variance would constitute a special privilege to Applicant by allowing the Applicant to build out its property without providing sufficient parking. All of the surrounding properties have sufficient parking to meet the needs of their residents.

C. The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

HINDS RESPONSE: The authorization of the Variance will be of substantial detriment to the adjacent properties. The granting of this Variance will result in overflow parking along Pratt Ave. and along the frontage of neighboring homes which is detrimental to the agricultural/country feel of Pratt Ave. Based on letters submitted in response to this project, this has been a problem with the current parking.

D. The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

HINDS RESPONSE: The Variance requested by the Applicant is not the result of "the condition or situation of the specific property" in that the reason for the requested variance is that the Applicant is trying to place more buildings, and more people on the property than actually fit, to the detriment of providing adequate parking.

E. The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

RESPONSE: The Variance, if allowed, will result in buildings or structures that will be detrimental to the public health, safety and welfare of the community in that it will increase parking along Pratt Ave. and will detrimentally impact the safety along Pratt Ave. for pedestrians and cyclists.

ACCESS ROAD:

The proposed project has a 16' wide access road, as opposed to the 30' wide access road required by Section 17.124.070.B.2.e. Section 17.124.010 states "**access shall be in accordance with the requirements set forth in this chapter**." The language of this provision is mandatory in nature, such that failure to meet the requirements can only be allowed by variance. Section 17.124.070 B. 1. provides that "*An access drive is a way located outside of the public right-of-way that provides vehicular access between the public street and the required parking for more than one lot, or for one lot if the length of the drive is greater than one hundred (100) feet*." The access drive in the Applicant's plans is greater than 100'. Section 17.124.070 B. 2. e. provides the following widths are the minimums that will allow for the safe passage of emergency vehicles. According to this Code Section, for residential developments having over 60 units, the minimum width (including two 2' shoulders) is 30'. Since the access roads for the proposed plans do not meet the minimum Code requirement for width, a variance is required. Width of access roads are provided as minimums for safety of residents and should be strictly enforced. A reduction in the size of the access roads, contrary to the Code provisions, could result in future liabilities for the City. A variance is also required for the access road in that it does not provide for two-way traffic. 17.124.070 B.2.e requires two-way access drives for residential housing over 60 units. The Planning Commission should find that a variance is required as it relates to the access road both for width and failure to provide for two-way traffic. Since Applicant has failed to file an Application for Variance as it relates to its access road, a Variance cannot be granted and the project must be denied.

IMPACTS OF INSUFFICIENT PARKING COMBINED WITH INSUFFICIENT ACCESS ROAD:

The Planning Commission should deny the requested parking variance and the project since the access road does not meet the 30' widths required by the zoning code. The combination of inadequate parking and an access road that is not wide enough will result in compounded impacts due to the design of the parking being along the access road. There are many situations when the parking will clearly not be sufficient to meet demand. Here are some examples:

1. Move-in and move-out days: For any of you parents who have taken your college students to dormitories, move-in and move-out days result in extremely high demands on parking spaces (even for colleges with ample parking) . These students will not be using rental cars or bicycles to move in and out. The majority of students (who are not allowed to bring their own cars) will have parents/friends bringing them in cars full of their personal belongings, bedding, clothing and

other items that they will want to have in their dorm rooms. The requested variance does not provide for this and other similar situations.

2. Visitors: These students are not comparable to residents of an elderly care facility. They are college students. These are young, healthy, **social** people who will be coming and going from the project at all hours of the day and late night. Bicycles will not provide for transportation at night or for social events outside St. Helena. Only 69 students will be allowed to have cars (including 4 spaces for disabled parking). Since 155 students will not be allowed to have cars, and since there will only be three rental cars available for the 155 cars to share, it is likely that many of these students will rely on friends outside the dorms to pick them up for social outings, work, etc. They may also have friends come to visit. They may call Uber drivers. They may have dates picking them up. The parking places are designed along the access road such that the cars have to back out into the access road to pull out of their parking places. This is a recipe for disaster. The visiting cars will show up and if the student is not outside waiting or is running late, there will be no place to park. While parking on the access road will likely be prohibited, the failure to provide for adequate parking will not leave many options for the visiting vehicles and will likely result in a pattern of illegal access road parking. The natural tendency will be to wait in the access road for the students to come out. There may be situations where students park temporarily in the access road as they make a "quick trip" to drop off an item for a friend or to see something in their dorm. The point here is that insufficient parking could foreseeable result in situations where students illegally park on the access road. Since the access road is not sufficiently wide, this creates safety concerns for emergency situations when a fire truck or ambulance is necessary at one of the buildings and is not able to go around cars parked illegally in the access road. Due to the large size of the buildings and the fact that they will be housing 224 people, access roads are required to be 30' wide, at a minimum.

3. Students in Outside Housing. There will still be 29 students remaining in outside housing (conflicting numbers in submittals by Applicant). The majority (85%, TIR) of these students have cars. Some of these students currently park at Vineyard Lodge and shuttle to the Greystone campus. Where will these students park under the proposed project? The students, who reside in outside housing, will very likely be socializing with the students living in the dorms. They will be visiting the students at the dorms and will be giving them rides. Again, this will compound the issues discussed in the prior paragraph.

GROWTH MANAGEMENT

The Staff Report dated February 21, 2017 discussed Growth Management on Page 23. The report states: *The category of "dormitories" is not explicitly referenced in the GMS and given that the dormitory use is not a residential development with units available to the open market and the proposed rooms are only available to students attending the*

CIA culinary program, it is determined that the GMS does not apply to the proposed project. Further, the dormitories serve as temporary student housing and would not be expected to induce growth of permanent residents.

HINDS RESPONSE. The GMS clearly applies to this project. The Code is sufficiently clear and, therefore, does not lend itself to the interpretation set forth above. Section 17.152.020 states: *No building permit for a new resident shall be issued except in conformance with this chapter.* This provides for a broad application of the provision that applies to all residential projects. The provision then clearly sets forth specific development categories that are exempt from the provision in Section 17.152.040, as follows:

> ***17.152.040 Exempted and regulated development categories.***
> *A. Exempted Development Categories. This chapter shall not apply to the issuance of building permits for the following projects:*
>
> *1. Industrial;*
>
> *2. Commercial;*
>
> *3. Commercial/residential (daily rental);*
>
> *4. Replacement housing (on the same site as a preexisting unit which has been removed, demolished or burned within the immediately preceding two years) but not in conjunction with subsection (A)(5) of this section;*
>
> *5. Relocation of units already existing in the city;*
>
> *6. Additions, renovations and refurbishment of existing dwelling units;*
>
> *7. Accessory buildings of any type (except dwelling units);*
>
> *8. Guest cottages (detached bedroom(s) without kitchen facilities);*
>
> *9. Second units as defined in Section 17.04.160 and regulated by Section 17.116.030;*
>
> *10. Affordable Housing. Affordable units are those dwelling units which are required to be rented at affordable rents or purchased at an affordable sales price, consistent with Chapter 17.146. The number of affordable housing units constructed shall be determined by the city council at the time of review of the development agreement authorizing the units. The agreement shall contain guarantees that the dwelling units would continue to be affordable to persons of very low, low, or moderate income for an agreed upon period of time.*

The proposed dormitory buildings clearly do not fall into any of the exempted categories listed above. If Applicant wants to be exempted from this project, it should be required to state which exemption from Section 17.152.040 applies to their project. The argument that the GMS does not apply to this project since the dormitories serve as temporary student housing is faulty. If the Code was not intended to apply to situations of "temporary housing", then it would not have specifically provided for exemption 3., which exempts commercial/residential (daily rental). The proposed dormitories will, in fact, add 100 additional residents to our community. While the students may be temporary (in that they will likely leave St. Helena upon graduation), the increase in population will remain the

same as the graduating students are continuously replaced by new students. In effect, this project is adding 100 additional people to the community of St. Helena who will be using City water, sewer, streets, parks, library and other finite resources. Since the GMS applies to this project, the Applicant must seek a variance from the GMS. Applicant has failed apply for this variance, as required by Section 17.172.030 and therefore, a Variance to the GMS cannot be granted.

COMPOUNDING EFFECTS OF MULTIPLE PROJECTS ON PRATT AVE./MAIN ST.:

Multiple projects have been approved or proposed in close proximity of the proposed project that will result in impacts of increased traffic, noise, and use of water/sewer and other finite resources. The following projects include:

1. Los Alcobas Hotel at the intersection of Pratt/Main;
2. Proposed use permit modification by Beringer located at 1000 Pratt Ave. between the proposed project and the intersection of Pratt/Main;
3. Recent expansion of the Wine Train services to include wine tasting cars that cross Pratt Ave. at the west boundary of the proposed project (near the access road where cars will be exiting the property);
4. Vine Trial bicycle path that is proposed to follow the Wine Train railroad from the south side of Pratt Ave and then turn onto Pratt Ave. at the western edge of the dorm property and proceed west on Pratt Ave.

The Impact Study failed to address how the impacts of all of these projects, combined together, will result in even greater impacts on this area than each given project alone. The intersection of Pratt Ave. and Main St. is already rated “F” and is below acceptable standards. This intersection is a main artery in and out of our City. A worsening of the condition of this intersection could have serious detrimental impacts on every resident of our City by causing continuous back up of traffic down our vital Main Street commercial district. It could also result in backing up traffic coming into St. Helena from the north. The consequence of this foreseeable traffic condition will result in making St. Helena a less desirable City for both its residents and tourists. Any proposed project that could potentially impact this intersection should be looked at with increased scrutiny from an environmental impact standpoint. This project should not be approved without the requirement of a full Environmental Impact Report.

CONCLUSION:

The proposed project requires the following variances:

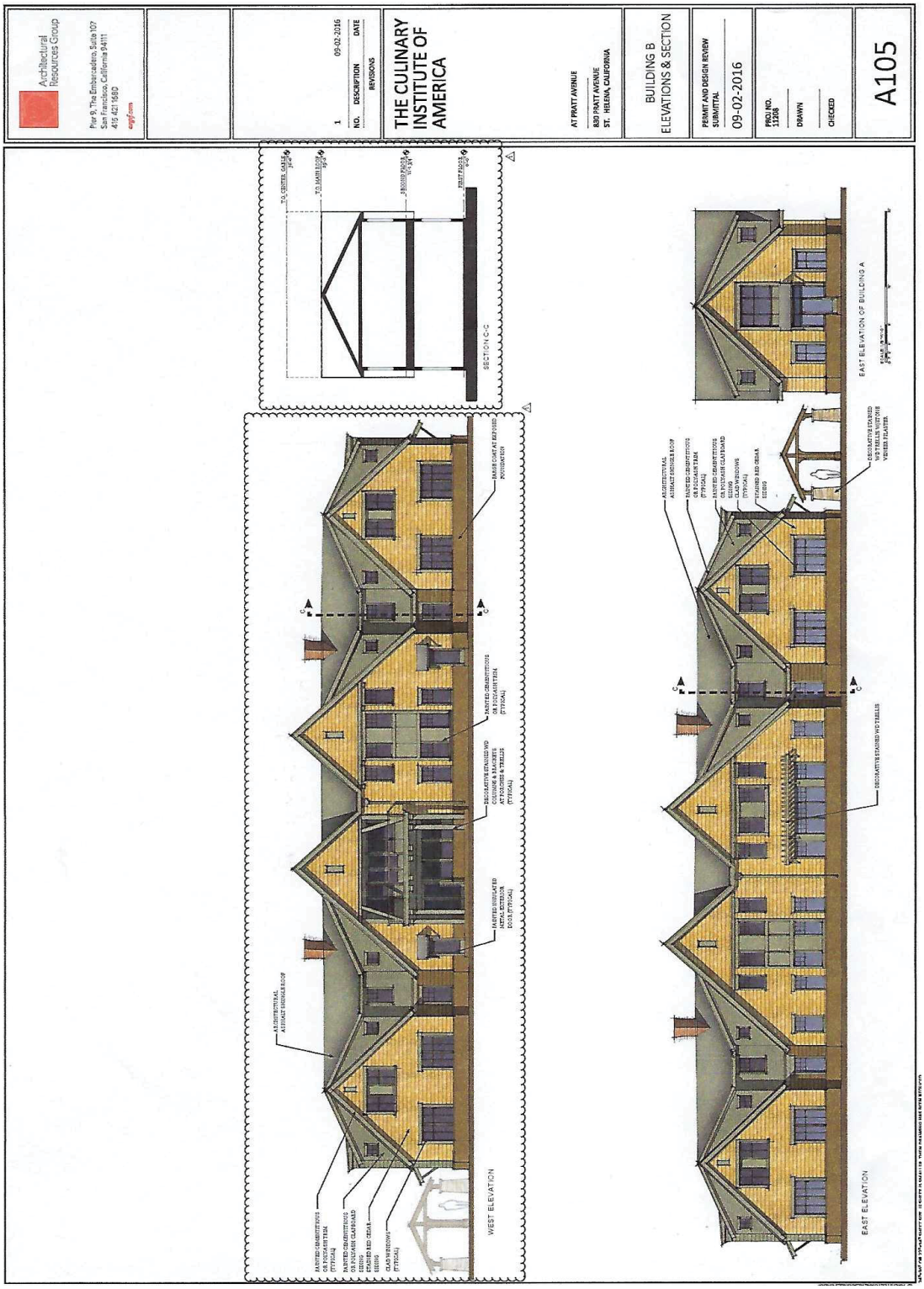
1. Pratt Ave. Setback from 36’ (required) to 20’ (requested)
2. Parking Variance from 175 (required) to 72 (requested)
3. Access Road Variance from 30’ (required) to 16’ (requested)
4. Access Road Variance from being a two-way drive to being a one way drive.
5. Growth Management System

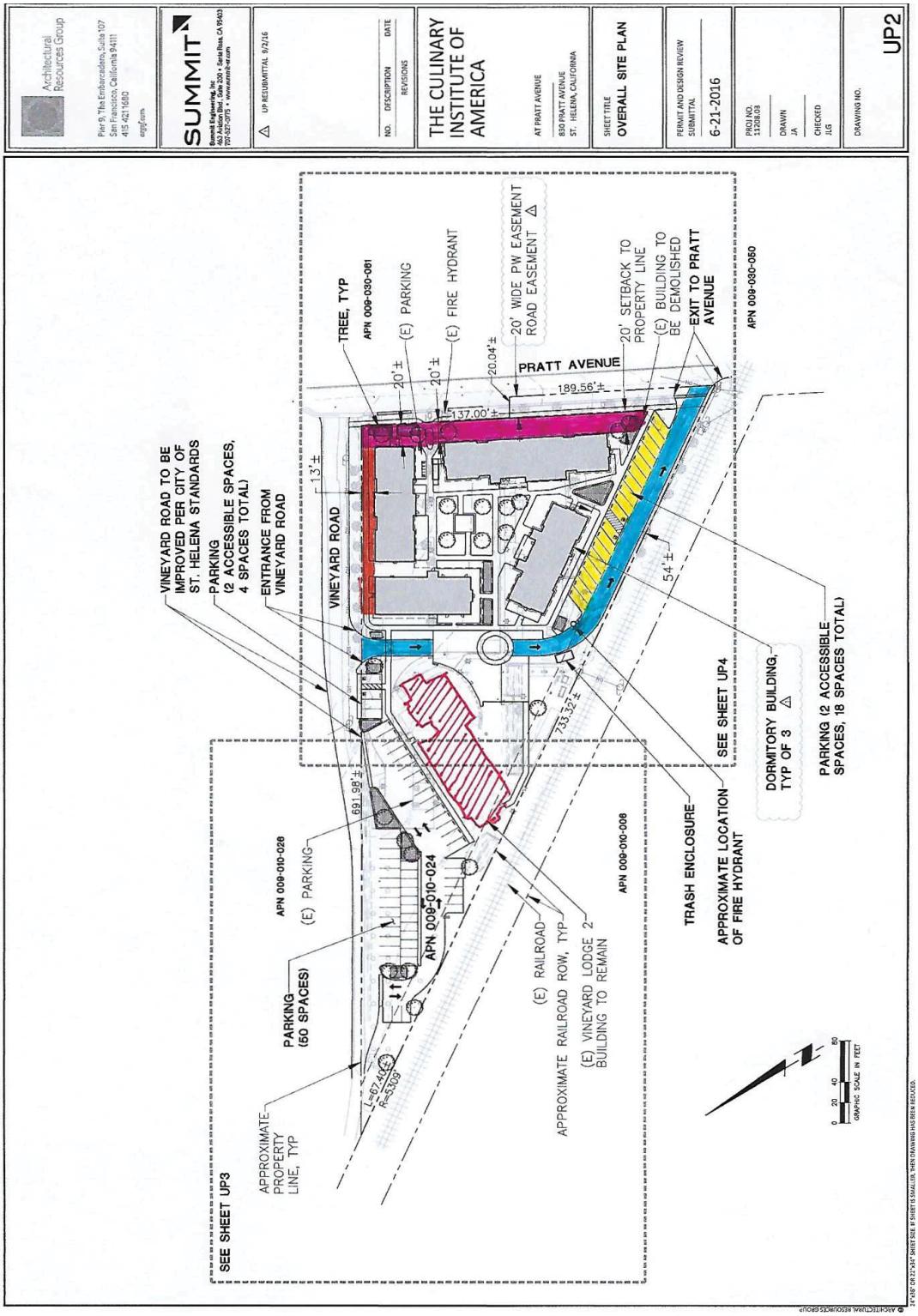
The Variances requested for front setback and parking should be denied due to the inability of the Planning Commission to make the findings required by Section 17.172.050. The Planning Commission should deny the project since the Access Road fails to meet the requirements of Section 17.124.070 B.2.e both in required width and two-way traffic, and a variance was not requested. The GMS applies to this project and since the Applicant has failed to request a variance to this provision, the project should be denied.

The fact that the proposed project requires so many variances speaks to the feasibility of this project. The Applicant is simply trying to put too many people and too many buildings on a piece of property that is not sufficient in size to accommodate their desire to increase their student count by 100.

cc: Charles W. Meibeyer
Brian Russell
St. Helena Planning

Agenda Item #5.2.

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UP2
VINEYARD ROAD TO BE IMPROVED PER CITY OF ST. HELENA STANDARDS
PARKING (2 ACCESSIBLE SPACES, 4 SPACES TOTAL)
ENTRANCE FROM VINEYARD ROAD
VINEYARD ROAD
13'±
TREE, TYP
APN 009-030-061
20'±
(E) PARKING
20'±
(E) FIRE HYDRANT
20.04'±
20' WIDE PW EASEMENT
ROAD EASEMENT
PRATT AVENUE
189.56'±
137.00'±
20' SETBACK TO PROPERTY LINE
(E) BUILDING TO BE DEMOLISHED
EXIT TO PRATT AVENUE
APN 009-030-050
54'±
SEE SHEET UP4
DORMITORY BUILDING, TYP OF 3
PARKING (2 ACCESSIBLE SPACES, 18 SPACES TOTAL)
733.32'±
APN 009-010-008
TRASH ENCLOSURE
APPROXIMATE LOCATION OF FIRE HYDRANT
(E) RAILROAD
APPROXIMATE RAILROAD ROW, TYP
(E) VINEYARD LODGE 2 BUILDING TO REMAIN
691.98'±
APN 009-010-028
(E) PARKING
PARKING (50 SPACES)
APN 009-010-024
L=67.44'
R=5309'
APPROXIMATE PROPERTY LINE, TYP
SEE SHEET UP3
0 20 40 80
GRAPHIC SCALE IN FEET
ARCHITECTURAL RESOURCES GROUP

Cindy Black

From: Noah Housh
Sent: Friday, February 17, 2017 2:24 PM
To: Lilly Bianco
Subject: FW: CIA Project

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

From: Grace Kistner [mailto:gdkistner@comcast.net]
Sent: Friday, February 17, 2017 2:01 PM
To: Noah Housh
Subject: FW: CIA Project

From: tmbelt@comcast.net [mailto:tmbelt@comcast.net]
Sent: Friday, February 17, 2017 1:45 PM
To: Grace Kistner
Subject: CIA Project

Grace,
I've heard squabbling about the expanded CIA housing project proposed on Pratt Avenue. One of the concerns has been that the city's current wastewater lines to that area are currently inadequate to handle the existing sewage, let alone added discharge. Can you enlighten me about this rumor? It would seem reasonable if the CIA wants to add more discharge to an already taxed sewer line, then the CIA should have to pay for an upgrade to the system to accommodate their added burden.

Thank you for you feedback,
Tom B.

Agenda Item #5.2.

Cindy Black

From: Cindy Black
Sent: Friday, February 17, 2017 10:19 AM
To: Lilly Bianco
Cc: Noah Housh
Subject: FW: CIA Housing

Thank you,

Cindy Black
City Clerk
City of St. Helena
1480 Main Street
St. Helena, CA 94574

General Office 707-967-2792
Direct 707-968-2742 | Fax 707-963-7748
cityclerk@cityofsthelena.org
www.cityofsthelena.org

From: Sara Chappellet [mailto:sarachappellet@gmail.com]
Sent: Friday, February 17, 2017 10:09 AM
To: Cindy Black <CBlack@cityofsthelena.org>
Subject: CIA Housing

St. Helena Planning Commission

1480 Main Street

St Helena CA 94574

Dear Chair Kistner and Commissioners:

I have been a St. Helena resident for 18 years and the owner of Heaven and Earth for more than 7 years.

The CIA has become an increasingly more important part of our fantastic community.

The people that attend there are investing in themselves, doing an art that they are passionate about, making the world a better place.

What's more is that they live like local consumers while here. They enjoy movies at the Cameo, meals about town, shopping and having services at Heaven and Earth among other shops on Main Street which they walk to, preserving parking for others and reducing traffic.

Agenda Item #5.2.

The CIA has produced countless events that benefit our community over the years and have included gift certificates, donations of products, equipment, volunteering, food, and event support for non profits in our Valley.

This world class school has been an important partner and economic driver in our town for a long time now.

Please allow them to build more student housing on Pratt. They have shown that they are willing to work with the city and community to soften the profile of the project to make it work for everyone.

Thank you,

Sara

Sara Chappellet
Chief Beauty Officer
Heaven and Earth
1317 Main St.
St. Helena, CA 94574

707-963-1124-office
707-963-8979-fax
707-738-5525-cell

Board of Directors
Chamber of Commerce
Saint Helena, CA 94574

STAY BEAUTIFUL!
www.heavenandearthbeautystore.com

Planning Commission

Project: Culinary Institute of America Campus Master Plan

Address: 2555 Main Street;
830 Pratt Avenue

File: PL16-042; PL16-043

Agenda Item #5.2.

Project Description

GREYSTONE – 2555 Main Street:
Design Review and Use Permit

- Restructure/expand the educational facilities at the Greystone Campus
- Expand student enrollment from 200 to 300 students,
- New 4,468 sf underground storage cave,
- Three modular storage units

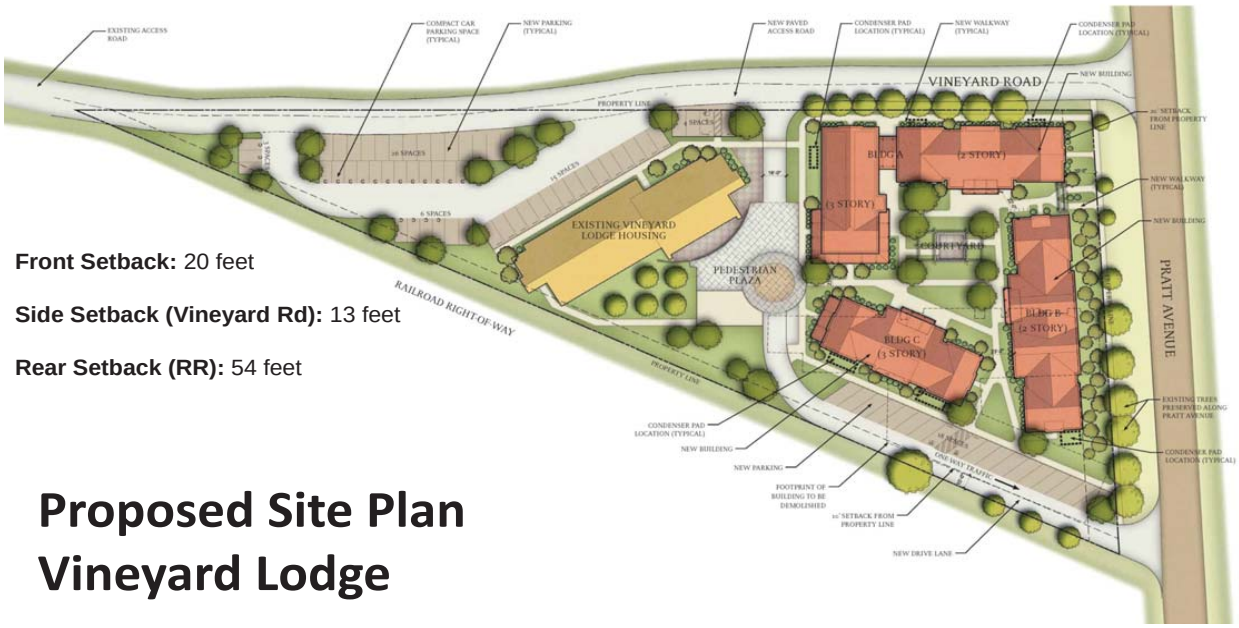
VINEYARD LODGE- 830 Pratt Avenue:
Demolition Permit, Design Review, Use Permit, Variances

- Expand Vineyard Lodge Housing by 123 net new dorm rooms to accommodate a total of 224 residents.

Agenda Item #5.2.



Agenda Item #5.2.



Front Setback: 20 feet

Side Setback (Vineyard Rd): 13 feet

Rear Setback (RR): 54 feet

Proposed Site Plan
Vineyard Lodge

Agenda Item #5.2.

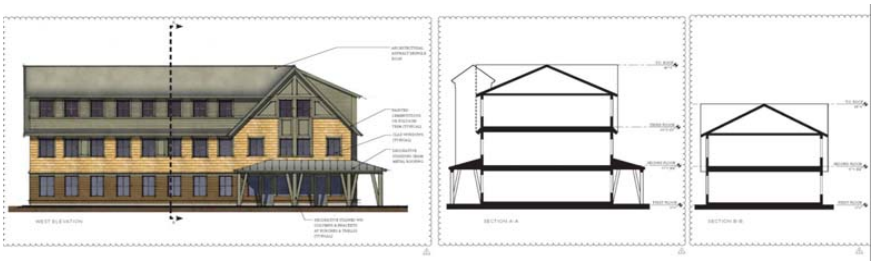
Building A

2 Stories/ 3 stories at rear

29’2 @ vineyard Road

40’2” at 3 story portion

20’ from Pratt Ave Property line





Agenda Item #5.2.

Building B

2 stories

Rectangular Plan

Height: 29’2

20’ from Pratt Avenue Property Line



Agenda Item #5.2.

Building C

3 Stories

Rectangular Plan

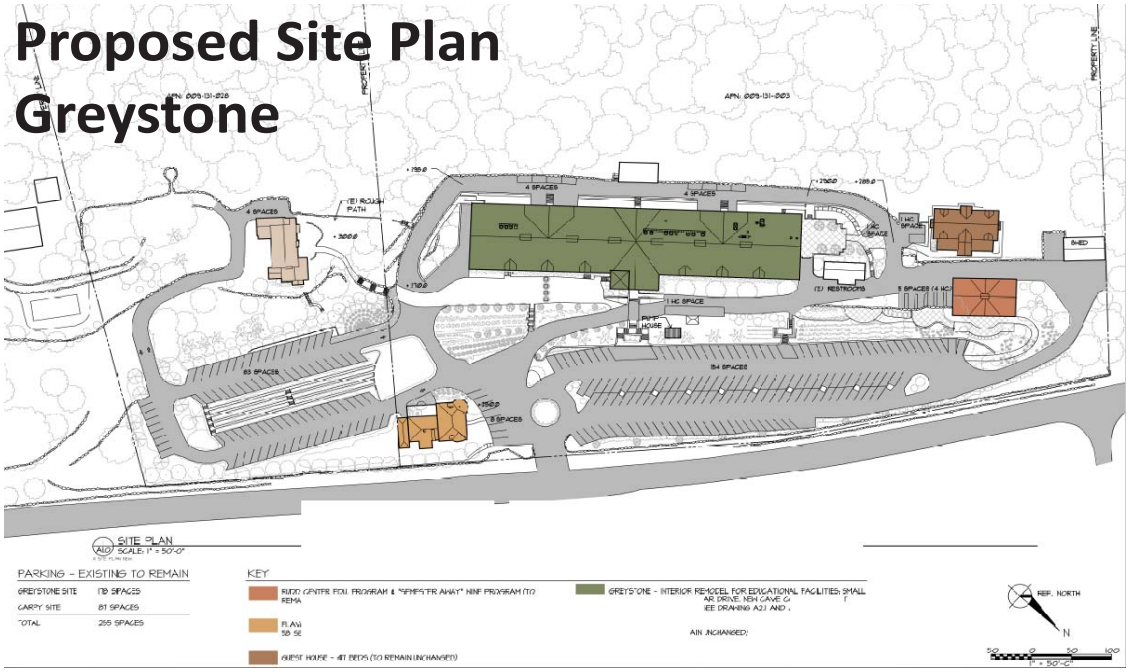
Height 40’2”

145’ from Pratt Avenue Property line



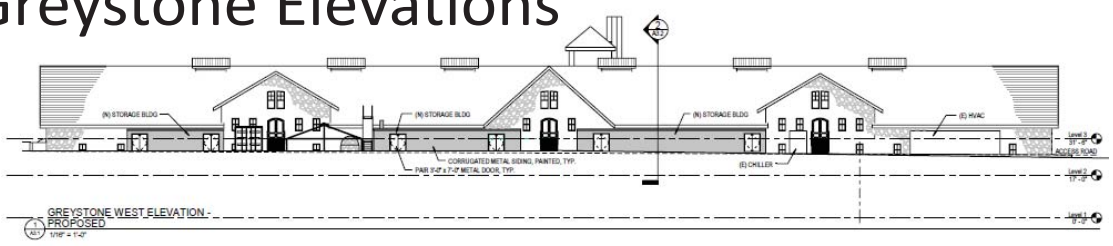
Agenda Item #5.2.

Proposed Site Plan
Greystone



Agenda Item #5.2.

Greystone Elevations



GREYSTONE WEST ELEVATION - PROPOSED

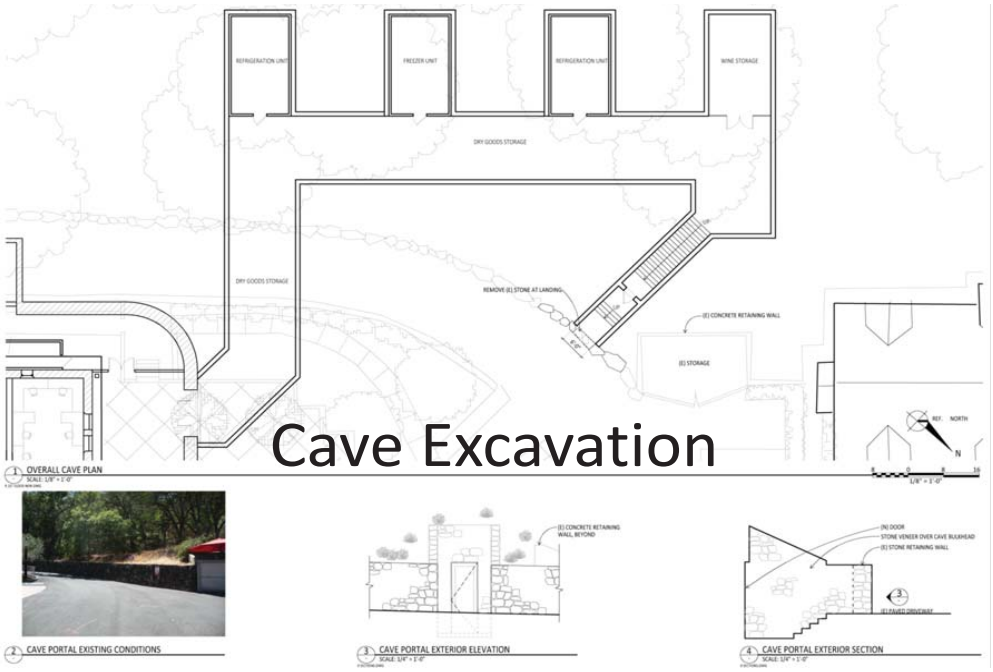


GREYSTONE NORTH ELEVATION - PROPOSED



GREYSTONE SOUTH ELEVATION - PROPOSED

Agenda Item #5.2.



Cave Excavation

Agenda Item #5.2.

Operational Characteristics

Greystone

- To offer Associates Degree and certificate Degree programs
- Ancillary restaurant and commercial facilities

Vineyard Lodge

- Will operate as student dormitories for CIA students only
- No individual kitchen facilities

Shuttle Service

Will continue to operate every 15 minutes between the hours of approx. 6am and 9pm.

Agenda Item #5.2.

ANALYSIS
GREYSTONE CAMPUS

Agenda Item #5.2.

Analysis: Greystone

GENERAL PLAN

2.6.30 Protect historic resources in the commercial areas and encourage their rehabilitation and re-use

3.4.3 Give preference to visitor serving uses whose orientation is toward a more discriminating upscale market consistent with the Valley's reputation as a producer of world class wines, and discourage the introduction of uses that are dependent upon a mass tourist market, while not increasing the total number of tourists.

4.8.1 Preserve historic buildings and landscapes throughout the City of St. Helena as an important component of the City's heritage

4.8.2 Where feasible adapt historic structures to modern uses to ensure their economic viability and to protect against possible loss.

Analysis: Greystone

GP LAND USE: Public Quasi Public

ZONING: W: Winery; PD: Planned Development overlay; and HP: Historic Preservation Overlay.

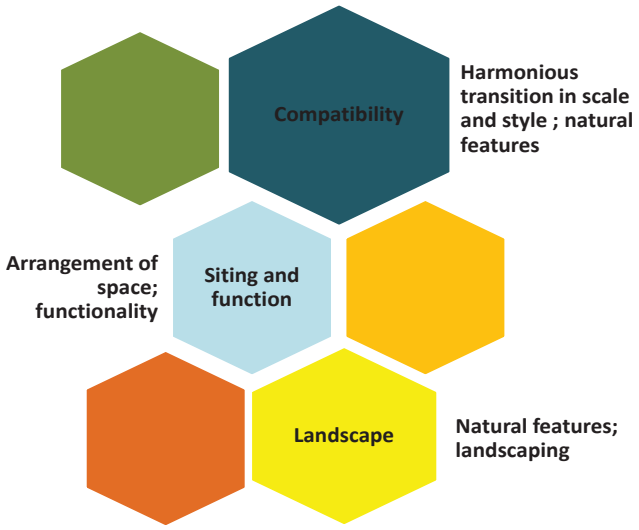
HP Overlay

1. That the alteration is compatible with the architectural style of the existing structures;
2. …does not eliminate elements that are required to maintain the essential form and character of the structure;
3. …is compatible with adjoining structures and the use of such structures.

Agenda Item #5.2.

Analysis: Greystone

DESIGN REVIEW



Agenda Item #5.2.

Analysis: Greystone

USE PERMIT

Existing Use Permit Authorizes:

- Enrollment of 200 students
- 35 seat bakery/café
- 190 seat WSGR
- 3100 SF retail store
- Special Events

New Use Permit to authorize:

- Enrollment of 300 students
- 35 seat bakery/café
- 58 seat restaurant
- 3100 SF retail store
- Special events

Agenda Item #5.2.

ANALYSIS
VINEYARD LODGE

Agenda Item #5.2.

Analysis: Vineyard Lodge

GENERAL PLAN/ZONING

4.3.4 Strengthen community identity by appropriate building design, size, and site landscaping.

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

2.6.4 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.

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

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.

HE2.6 Promote a balance of types of housing throughout the whole community

Agenda Item #5.2.

Analysis: Vineyard Lodge

GENERAL PLAN/ZONING

ZONING: Public Quasi Public

It is the purpose of the PQP public and quasi-public district to provide for government-owned facilities, public and private schools and quasi-public uses such as churches and cemeteries. Due to the wide variety of possible public and quasi-public uses and legal relationships involved it is not possible to fully implement a traditional list of uses with fixed development standards. As such, all uses within the PQP Zoning District are subject to a use permit approval with the determination of appropriate development standards (e.g. setbacks, height, etc.,) being deferred to the Planning Commission.

Agenda Item #5.2.

Analysis: Vineyard Lodge

VARIANCES

1. Reduced number of parking spaces at the Vineyard Lodge Housing Site.
2. Reduced setback along Pratt Avenue.

Agenda Item #5.2.

Analysis: Vineyard Lodge

VARIANCES

FINDINGS REQUIRED:

(a) A hardship peculiar to the property, not created by any act of the owner, exists.

(b) The Variance is necessary for the preservation and enjoyment of substantial property

(c) The authorization of the Variance will not be of substantial detriment to adjacent properties, and will not materially impair the purpose and intent of this Chapter or the public interest, nor adversely affect the General Plan.

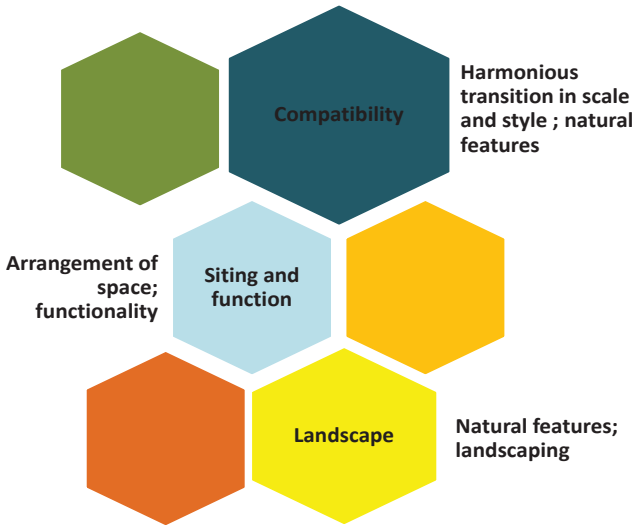
(d) The condition or situation of the specific piece of property for which the Variance is sought is not so general or recurrent in nature as to make reasonably practicable the formulation of a general regulation for such condition or situation

(e) The Variance and any buildings or structures permitted by the Variance will not be detrimental to the public health, safety and welfare of the community.

Agenda Item #5.2.

Analysis: Vineyard Lodge

DESIGN REVIEW



Agenda Item #5.2.

VISUAL IMPACT ASSESSMENT





Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.



Agenda Item #5.2.

Analysis: Vineyard Lodge

DEMOLITION PERMIT

1. Does not eliminate elements that are required to maintain the essential character of the neighborhood.

2. Not a significant architectural or historical building.

Agenda Item #5.2.

Analysis: Vineyard Lodge

USE PERMIT

Existing Use Permit Authorizes:

- Two buildings (VL 1 and VL 2)
- 101 Beds

New Use Permit to authorize:

- A total of four buildings (three new)
- 224 beds (net increase of 123)

Agenda Item #5.2.

CEQA IS/MND

All potential impacts mitigated to *less than significant* levels

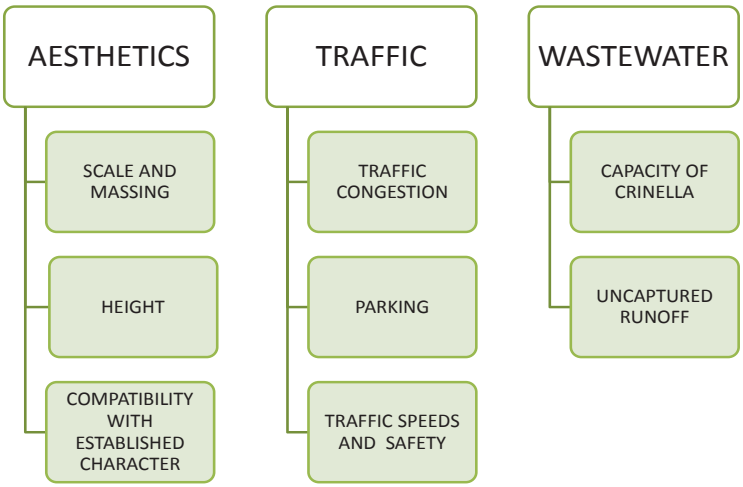
Potential Impacts Identified:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Land Use
- Noise
- Transportation

Agenda Item #5.2.

Public Comment

KEY CONCERNS



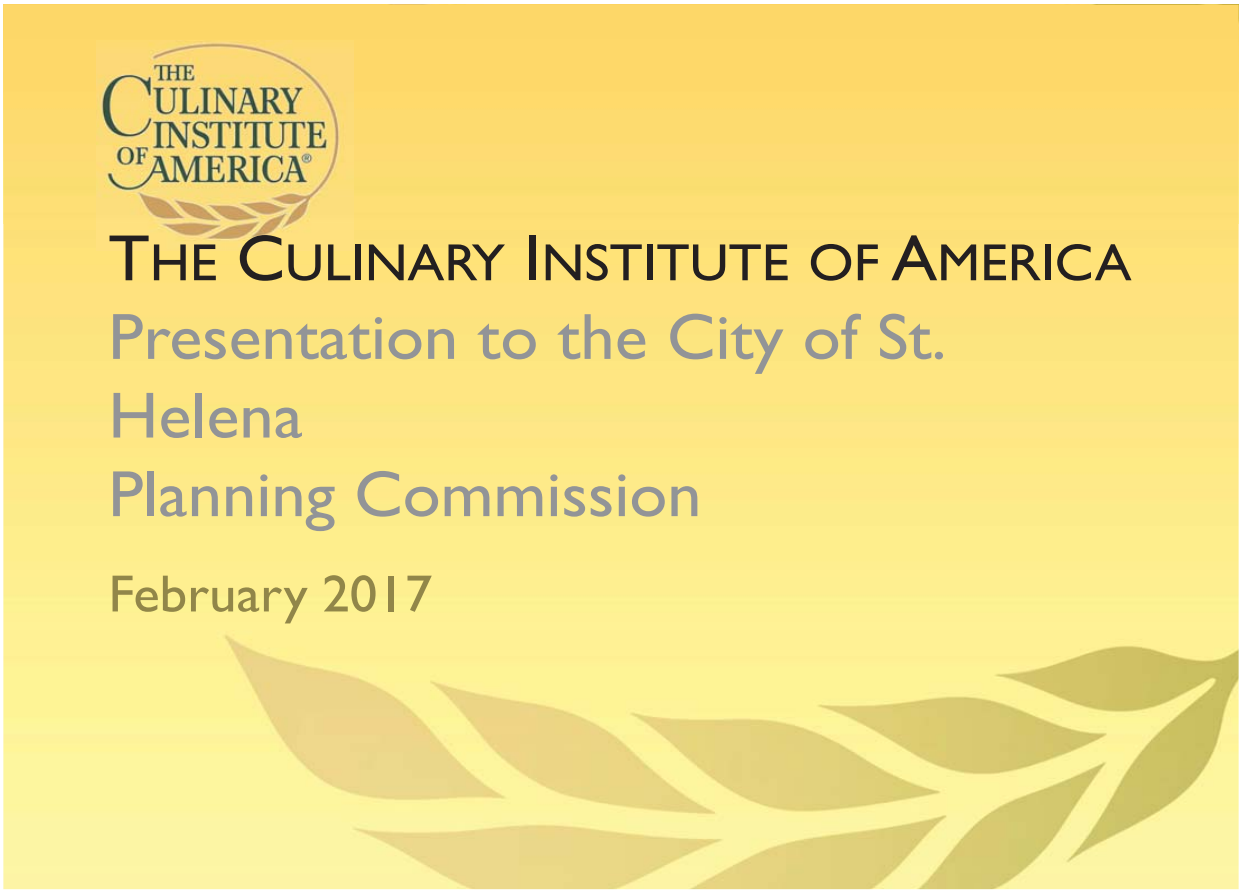
Agenda Item #5.2.

Recommendation

Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approve the requested Use Permit and Design Review for 2555 Main Street and approve the Demolition Permit, Design Review, Use Permit, and Variances for 830 Pratt Avenue.

Agenda Item #5.2.

Questions?



Agenda Item #5.2.

Executive Summary

- The Culinary Institute of America is a world-class culinary college.
- The CIA has been an important community partner and economic driver in St. Helena.
- Our Master Plan is critical to the future of the college and the CIA's long-term presence in St. Helena.

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THE CIA'S ROLE IN THE ST. HELENA COMMUNITY

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Agenda Item #5.2.

The CIA: An ECONOMIC DRIVER

- The CIA's annual impact on the St. Helena economy is conservatively estimated to be in excess of $2,000,000 annually through a diverse set of channels including sponsored events, enthusiast programs, weddings, industry conferences, and visitors to historic Greystone.
- The CIA is the magnet for over 200 students and staff who are regular consumers in St. Helena.
- The CIA makes meaningful economic contributions through gifts & donations, sales tax, and TOT tax.
- The CIA invests +$3,000,000 annually in the continued maintenance and upkeep of the Greystone building.

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Agenda Item #5.2.

Data Summarizing Economic Impact

- Sales Tax - +$67,200 direct to St Helena in 2016 (+$420,000 is sales tax collected. 16 cents per dollar to St Helena)
- Hotel room nights - +4,000 annually +$900,000 annual impact at ADR of $226
- TOT tax revenue to St Helena in 2016 = +$146,720*
- Other gifts + Donations – $50,000 - $75,000 annually to the Napa Valley Community
- Weddings, Corporate Events, Enthusiast Programs visitors spending time and money in St Helena businesses
- Economic Impact in St. Helena from Students & Employees
- Built in workforce of students to meet local business need and reduce traffic from out of town workers

* Average TOT of $262 Average Daily Rate with 14% TOT = $36.68.

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Agenda Item #5.2.

The CIA: A Global Gateway to St. Helena

- CIA-sponsored events draw corporate executives, hospitality industry titans, and thought leaders from around the world to St. Helena every year.
- Many of these individuals are cultured and affluent, making them ideal clientele for St. Helena's many hospitality and retail businesses.

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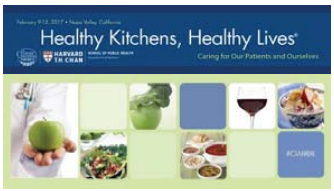
2016 Conferences

















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Hotel Room Nights in 2016

2016	Conference			Attendees	Hotel Room Nights Booked
Jan	Appetites & Innovations Retail Leadership Collaborative	Worlds of Healthy Flavors Leadership Retreat	Healthy Menus R&D Collaborative	285	**482**
Feb	Teaching Kitchen Collaborative Meeting	Healthy Kitchens, Healthy Lives		585	**831**
March	Flavor Summit Leadership Retreat			130	**300**

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Hotel Room Nights in 2016

2016	Conference	Attendees	Hotel Room Nights Booked
April	Worlds of Flavor International Conference & Festival	650	**820**
Aug	Flavor, Quality & American Menus Leadership Retreat	130	**339**
Nov	reThink Food Conference	375	**490**
2016	Wedding Party Events		**1,939**
2016	Corporate Events		**2,936**
TOTAL			**8,137**

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Community Events

Event	Dates	Benefit to Community	Community Served
Lobster Feast at Fire Station	2012-2016 **5 years**	$7,000/year ~30,000 served	Local Police and Fire Department
St. Helena Farmers Market Breakfast	2007-2016 **10 years**	~$300-$400/year 100+ attend/year	Farmer's Market
Donation - 100 year old Horse Carriage	2016	St. Helena Museum	St. Helena
bASH	2012-2016 **5 years**	200-300 served/year	PR for city, local business/wineries
St. Helena Farmer's Market Vendor Thank You Lunch	2007-2016 **10 years**	50-75 served/year	Farmer's Market Vendors
Auction Napa Valley	2006-2016 **11 years**	1200 served/year	Non-profits such as community health and child education

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Agenda Item #5.2.

Community Events

Event	Dates	Benefit to Community	Community Served
Duck Dinner at the Veterans Lodge /Oak St.	2005-2016 **6 years**	$10,000/year 100 guests/year	Veterans
St. Helena Farmer's Market Monthly Meeting	2006-2016 **11 years**	Maintains a strong Farmer's Market	St. Helena
SPICE Community Holiday Open House	2006-2016 **11 years**	Toys for Tots 1200 attendees	St. Helena
SPICE Holiday Greeting Cards to Deployed Veterans	2016	40+ served	Veterans
SPICE Yountville Veteran's Day Celebration	2016	400+ served	Yountville Veterans
SPICE Ghoulinary Institute at Gravestone	2014-2016 **3 years**	250+ served Foodbank/Valley Fire Relief	St. Helena

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Agenda Item #5.2.

Community Events

Event	Dates	Benefit to Community	Community Served
Kindergarten Lecture	2016	Toys for Tots 1200 attendees	St. Helena
SPICE Valentine's Day Candy Sale	2015	$360	Valley Fire relief
Napa Valley Fire Relief	2015	Student/Faculty/Staff volunteers	Lake County Fire Relief
Petaluma Health Center Kitchen Ribbon Cutting	2014	Provided hors d'oeuvres	Petaluma Health Center
Community Action Napa Valley	2014 6+ visits	Trained participants of CANV	
SPICE Memorial Day BBQ with the Veterans	2014	Hosted BBQ	Veterans

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Agenda Item #5.2.

Community Events

Event	Dates	Benefit to Community	Community Served
Project Sanctuary - Ukiah	2013-2014 **2 years**	$10,000 120 served/year	Desserts, proceeds to Women's Shelter
CIA Denim Day	2015	$931.43	Napa Valley Fire Relief
St. Helena High School	2010	300 served	St. Helena
Soap Box Derby	2006-2008 **3 years**	Pizza donated	
SPICE Shop with Cops	2015-2016 **2 years**	350 served/year	Napa Valley Police Dept.
SPICE Outrigger Canoeing Annual Paddle Day	2014-2017 **3 years**	100 attendees/year	Napa River Recreation
S.P.I.C.E. - STUDENT PROGRAM INVOLVEMENT and COMMUNITY ENGAGEMENT			

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Agenda Item #5.2.

Community Events

Event	Dates	Benefit to Community	Community Served
Cheers St. Helena	2010-2012 (4 events)	1500 served/event	St. Helena
St. Helena Elementary School Lunch	2012	80 served lunch	St. Helena
V-Foundation Cancer Fundraiser	2013-2014 (2 years)	Dinner 250 served/year	
Planned Parenthood - Staglin	2012	20 people served lunch	
Mental Health Dinner - Staglin	2014	20 people served lunch	
Napa Valley Land Trust Fund Raiser	2009-2012 (4 years)	Meal donated 45 served	Napa Valley

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THE CIA'S MASTER PLAN

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Agenda Item #5.2.

Master Plan

- The CIA's Master Plan has two components which are inextricably linked:
  - Improvements on the Greystone Campus.
  - Incremental student housing on Pratt Avenue.

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Master Plan

- Improvements on the Greystone Campus:
  - Reconfigure various interior spaces at Greystone.
  - Improve water / wastewater efficiency.
  - Construct 4,500-square-foot underground storage cave.
  - Install three storage structures behind the building.

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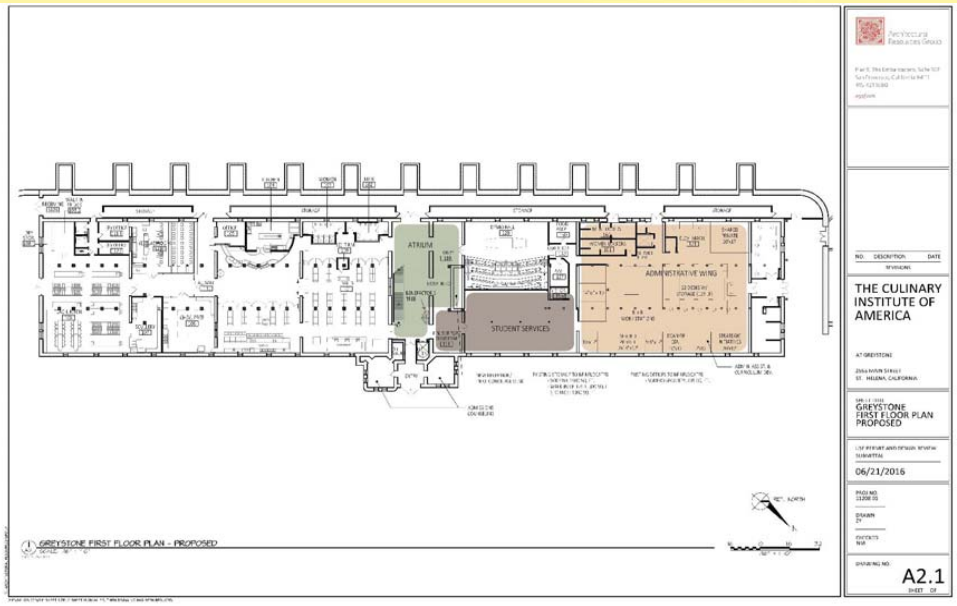
Greystone – First floor (proposed)



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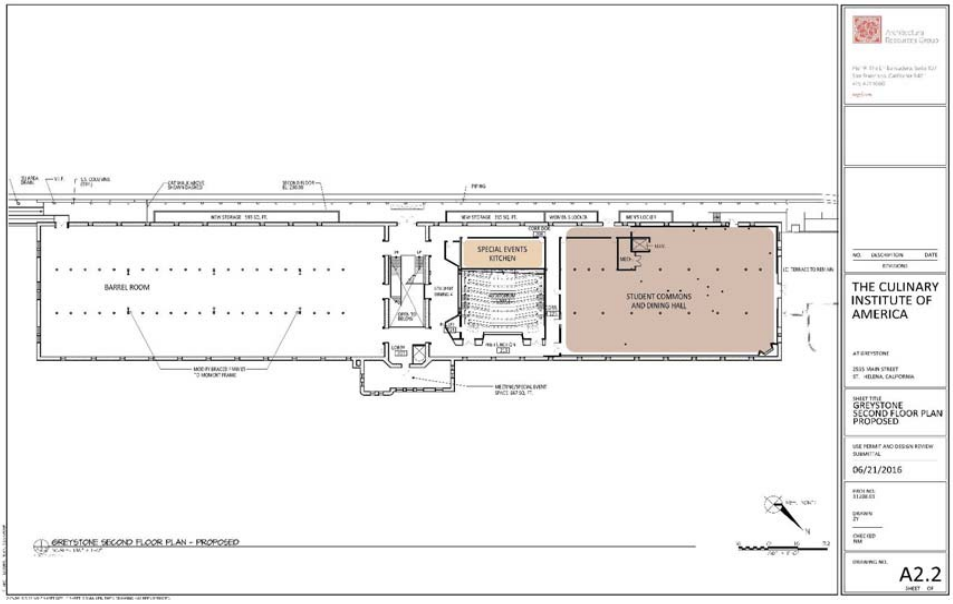
Greystone – Second floor (proposed)



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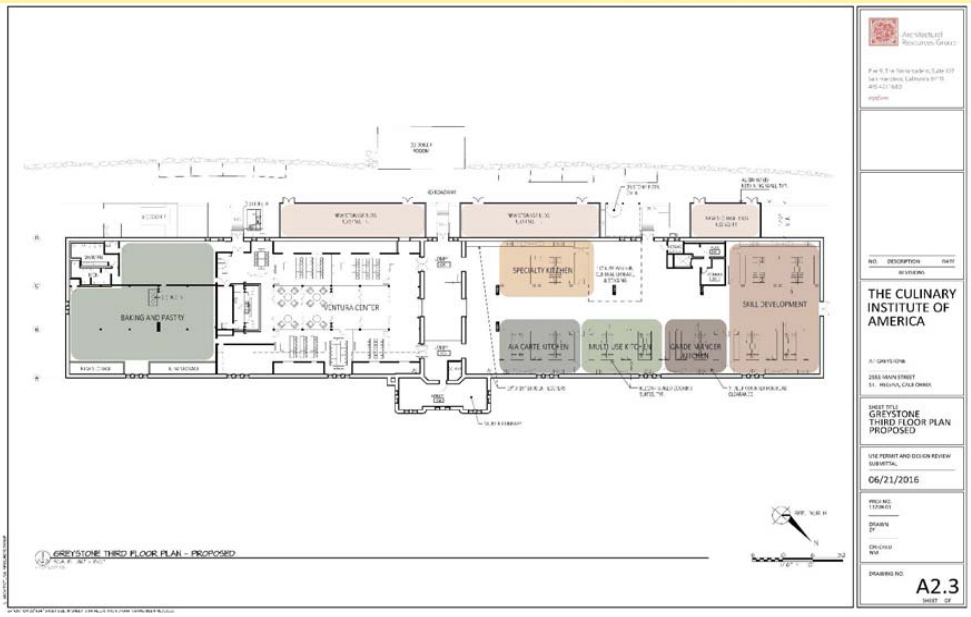
Agenda Item #5.2.

Greystone – Third floor (proposed)



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Agenda Item #5.2.

Master Plan

- Incremental student housing on Pratt Avenue:
  - Replace the inefficient, "tired" former convalescent home with attractive, purpose-built student housing.
  - Accommodate the measured growth contemplated by the Master Plan.
  - Design housing that is sensitive to the concerns voiced by the community.

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Master Plan

- If the Master Plan is not approved in its entirety, the CIA's ability to succeed in St. Helena will be limited.
  - Vital for institutional growth and utilization of resources.
  - Critical to attracting top students and faculty.

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INCREMENTAL
PRATT AVENUE STUDENT HOUSING

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Incremental Student Housing on Pratt Avenue

- Replacing a portion of the student housing on Pratt Avenue is a key element of the CIA's Master Plan and is vital to the college's continued success in St. Helena.
- The CIA is currently undersupplied with student housing and a significant portion of its existing housing stock is aged and inefficient.
- Site constraints preclude development of any material housing units on Greystone.

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Community Benefits to St. Helena & Pratt Avenue

- Increases the supply of affordable housing in St. Helena by reducing occupancy by CIA students.
- Reduces vehicle traffic downtown on Main Street from students commuting to campus.
- Catalyzes road improvements on Pratt Avenue.
- Preserves the CIA's economic presence in St. Helena.

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Minimal Impact on City Infrastructure

- The proposed student housing has little to no impact, as outlined clearly in CEQA documentation:
  - Water: No increase in water use beyond what's already allowed under CIA Water Agreements for both Greystone and Pratt Avenue
  - Sewer: Immaterial net impact at Pratt Avenue and no impact at Greystone (processed through a private facility and not through a City system).
  - Noise: No significant impacts
  - Traffic: Overall reduction in impacts

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Select Financial Benefits to St. Helena

- Development impact fees
- $130,000 payment for a new bike path
- Continued sales tax revenue on +$4,000,000 in retail and hospitality sales
- Continued TOT revenue in St Helena on +4,000 room nights annually.

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Existing Conditions

- 830 Pratt Avenue was acquired by the CIA in 2004 with the purpose of utilization for student housing.
- Vineyard Lodge I: Developed in the 1960s as the Marlinda Convalescent Home.
- Vineyard Lodge II: Developed by the CIA in 2008-09.

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Existing Conditions

- The site currently contains:
  - Approximately 27,600 total square feet of student housing
  - Approximately 85 parking spots, only 31% of which have been granted permits for on-site parking
- The triangular site is challenging and has limited space.

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Existing Conditions



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Existing Conditions



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Proposed Student Housing

- Project Summary:
  - Remove existing Vineyard Lodge I.
  - Retain existing Vineyard Lodge II.
  - Add 123 net new, purpose-built student housing beds.
- Total Beds on Pratt Avenue:
  - Current: 101.
  - Pro Forma: 224.

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Agenda Item #5.2.

Proposed Student Housing

- The incremental impact from the proposed housing is minimal and the project has been revised multiple times in response to feedback from the community:
  - Initially presented at the Neighborhood Meeting on April 20, 2016
  - Revised design submitted to the Planning Department on June 21, 2016
  - Further revised design submitted to the Planning Department on September 2, 2016

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Primary Design Revisions

- Key areas of re-design based on community feedback are as follows:
  - Massing Along Pratt Avenue
  - Building Setback
  - Building Height
  - Tree Preservation

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Massing Along Pratt Avenue

- In response to community feedback, the buildings along Pratt Avenue were reduced from 3 stories to 2 stories.
- The CIA has significantly revamped its unit mix and floor plans in order to constructively respond to the community's concerns while still satisfying its programmatic needs.

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Massing Along Pratt Avenue

- April 20: The original design comprised 3-story buildings exclusively



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Massing Along Pratt Avenue

- June 21st & September 2nd: Only 2-story buildings front Pratt Avenue.



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Building Setback

- In response to feedback received from the city following a review of the initial design, the CIA increased the setback of the project from the Pratt Avenue Right of Way.
- The initial setback was 26', but it has been increased by nearly 60% to 41' in the current design.

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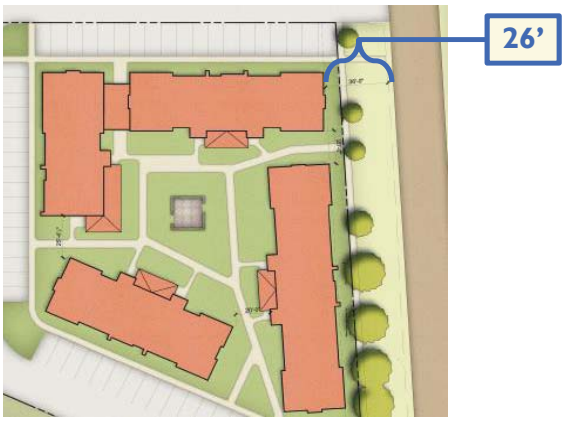
Agenda Item #5.2.

Building Setback

- April 20: 26’ setback from the road



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Building Setback

- June 21 & September 2: 41' setback from the road



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Building Height & Tree Preservation

- Feedback related to the extensive preservation of trees along Pratt Avenue and the Vineyard Road has been incorporated more strongly into the final program.
- The height of the 3-story buildings located within the site has been reduced by 7'8", in order to soften the profile of the project even further.

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Building Height & Tree Preservation

- April 20: All 3-story buildings with partial tree cover



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Building Height & Tree Preservation

- June 21: 2- & 3-story buildings with partial tree cover



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Building Height & Tree Preservation

- <u>September 2</u>: 2- & 3-story buildings with more extensive tree cover, with the height of 3-story building reduced by an additional 7'8" relative to the June design



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Agenda Item #5.2.

Summary of Design Changes

- Reduced bed count by 12 beds
- Reduced overall Building Heights:
  - Removed one story along Pratt Avenue
  - Lowered interior 3-story buildings by 7'8"
- Increased the Building Setback by 15'
- Preserved trees along Pratt Avenue and the vineyard road
- Completely removed the planned "Commons" building

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Agenda Item #5.2.

Conclusion

- The CIA is an important citizen of St. Helena that contributes meaningfully to this community.
- Approval of the CIA's Master Plan is beneficial to St. Helena and is critical to our success in the city.
- The CIA has been responsible, attentive, and flexible over the last 10 months in adapting to the needs of the community while fulfilling our institutional mission with the project.

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Cindy Black

From: Paul Bertoli <bertoli62@yahoo.com>
Sent: Thursday, May 18, 2017 8:03 AM
To: CityCouncil; Cindy Black
Subject: CIA master plan

Mayor,and council members..Please uphold the planning commissions decision against the CIA project,it was very strange,and confusing to see the city's response to the landowners letters,almost as if parking,traffic,and creating the most densely populated parcel outside the urban limit line weren't even an issue. Our planning commission was able to see past this horribly flawed project,I encourage you to do the same. Thank you. Paul Bertoli. Pratt Ave

Sent from my iPhone

Cindy Black

From: Peter White
Sent: Tuesday, May 16, 2017 10:30 AM
To: Cindy Black
Subject: Fw: CIA plans

FYI

Peter G. White
Vice Mayor
1480 Main Street
St. Helena, CA 94574
707-480-9958
peterw@cityofsthelena.org

From: Shannon Pestoni <shannon@jellyjarwines.com>
Sent: Thursday, May 11, 2017 4:39 PM
To: CityCouncil
Subject: CIA plans

Dear City Council,

I'm writing to support the proposed CIA plans for expanding their housing facility on Pratt.
The CIA is a great asset to our community. Their classes available to locals are great, free holiday activities for kids are fun and generous and the program they offer for culinary students is outstanding.
In addition, the store, restaurant venues and the general event space are all great assets to our town.
I would hate to loose them to Napa or elsewhere.

I live near some of the student rentals in the Crinella neighborhood and none of these homes ever have issues with noise that I'm aware of living in close proximity. This seems to be a concern of those opposing the housing expansion on Pratt, that the students cause noise problems. I haven't seen any of this and they are my neighbors currently.

I also like that the program brings young people into our community working toward a culinary career.

Freeing up the rentals to the market that are currently being used for student housing would also be a help for those families or individuals looking for a rental in St. Helena.
We have such a scarcity of affordable rental housing as you well know.
The proposed bike lane on Pratt would also be an asset to our neighborhood.

I hope you consider the positive impact such a great school has on our community and what a loss it would be not to have it.
The additional student housing seems very reasonable to me.

Best regards,
Shannon Pestoni

Shannon Pestoni

Cell | 707–738-3050

Ofc | 707-968-5221

Cindy Black

From: Peter White
Sent: Thursday, May 18, 2017 5:18 PM
To: Cindy Black
Subject: Fw: Culinary Institute of California

fyi

Peter G. White
Vice Mayor
1480 Main Street
St. Helena, CA 94574
707-480-9958
peterw@cityofsthelena.org

From: John Skupny <johnskupny@langandreed.com>
Sent: Thursday, May 18, 2017 4:36 PM
To: Alan Galbraith; Peter White; Paul Dohring; Mary Koberstein; Geoff Ellsworth
Subject: Culinary Institute of California

Dear St. Helena City Council,

My name is John Skupny – I live at 1961 Vineyard Avenue – St. Helena.

I have been a resident of St. Helena since 1984 and I would like to express my strong support and encourage your support and consideration for the
proposal in front of you related to the expansion for the St. Helena Culinary Institute of America Campus.

The activities and the institution of that we know as the CIA is one of the true gems of our city and community and I believe we should thoughtfully
accommodate this proposal so as to ensure this institution thrives here for us and future generations.

One thing to note since the last time that the CIA was facing growing pains in St. Helena, they [CIA] have taken a serious interest and dedicated a lot of time and
money to the 'Ex-Copia' property and likely have some serious options available to them on that property and with the willing City of Napa.

For the 22 years that the CIA has operated in St. Helena they have been thoughtful and important neighbors. It would be a shame if our actions to not
accommodate them would lead them to place less emphasis on the St. Helena Campus and to shift more focus to the Napa Campus.

It is one of those tricky issues that a city has to face, to be sure not to through the baby out with the bathwater – who knows it could lead to the property
reverting back to winery!

Please take serious and careful action on this most important issue – and I urge you to accept the proposal for all of us in St. Helena,

Thank you,

John Skupny
Proprietor & Winemaker
Lang & Reed Wine Company
Post Office Box 662
St. Helena, CA 94574
707-963-7547



Cindy Black

From: Peter White
Sent: Tuesday, May 16, 2017 10:28 AM
To: Cindy Black
Subject: Fw: Pratt & CIA

FYI

Peter G. White
Vice Mayor
1480 Main Street
St. Helena, CA 94574
707-480-9958
peterw@cityofsthelena.org

From: Ron Doornink <ronalddoornink@gmail.com>
Sent: Saturday, May 13, 2017 11:17 PM
To: pwite@cityofsthelena.org; Peter White
Subject: Pratt & CIA

Our family owns the house located at 376 Pratt Avenue and we are writing you regarding the proposed expansion of the CIA dorm at 830 Pratt Ave.

As you know, Pratt Avenue has a very bad surface. Passing cars, often speeding, cause lots of road noise pollution. Cars and cyclists bob and weave to avoid potholes, and pedestrians have no choice but to share the road with cars because there is no side walk. There is a dangerous ditch on one side and waste water management is terrible. The bridge at the Silverado trail is "functionally obsolete" and the intersection at that location is very dangerous. The situation at the Pratt intersection with Highway 29 is arguably worse because of the volume of cars and poor visibility.

With the added traffic to/from Las Alcobas, these problems on Pratt are bound to escalate. Now, the CIA proposes to compound the situation by significantly expanding their Pratt Ave dormitory facilities. This doesn't make sense unless: 1) There is a definitive understanding of the impact the Las Alcobas Hotel has, and 2) The city establishes a plan to: a) Resurface Pratt, b) Add a sidewalk and proper water drainage; 3) Widen the bridge at the Silverado Trail, and d) Install traffic lights or 4-way stop signs at the Highway 29 and Silverado Trail intersections.

Lacking a comprehensive solution to the traffic safety and noise pollution problems on Pratt, we do not believe that the CIA project should be green-lit at this time and respectfully request that this decision be postponed situation in the area and there is a

(funded) plan for improving the situation on Pratt. That said, a potential alternative to a comprehensive improvement plan is to make permanent the closure of the bridge at the Silverado Trail. That would cut down significantly on the number of cars using Pratt and mitigate the need for costly improvements.

Net, we strongly urge you not to approve the CIA proposal until there is a plan for Pratt Avenue that addressed these problems, and we believe the permanent closure of the Silverado Trail bridge represents a realistic solution.

Best regards;

Ron and Martha Doornink

Cindy Black

From: Kimberly Phinney <kimbophinney@gmail.com>
Sent: Friday, May 19, 2017 8:34 AM
To: Mary Koberstein; Peter White; Alan Galbraith; Paul Dohring; Geoff Ellsworth; Cindy Black
Subject: Tuesday, May 23rd

From: Kimberly Phinney <kimbophinney@gmail.com>
Sent: Saturday, February 18, 2017 6:51 AM
To: Bobbi Monnette; David Knudsen; Sarah Parker; Tracy Sweeney; Grace Kistner; Peter White; Alan Galbraith; Mary Koberstein; Geoff Ellsworth; Paul Dohring
Subject: Tuesdays Meeting - Culinary Institute of America

Dear Commissioners, Mayor and Council Members,

I am writing in support of the Culinary Institute of America's restructure and expansion of the educational facilities, student enrollment increase and expansion of current dormitory on Pratt Ave .

The Culinary Institute of America, in St. Helena, is a model business and school for our community. The Culinary Institute of America draws people here that invest in our community by living here and going to school here. They are a business that supports the community with free events for all ages at all different times of the year. The Culinary Institute of America contributions to the community by supporting events put on by other businesses and organizations with staff, as well as other resources when needed. The Culinary Institute of America also provides our community with incredible meeting and event space. Not to forget, a food experience like no other.

Supporting this project will set an example that we welcome respectable and positive growth. Supporting this project will mean that we support business that want their user group to live close. Supporting this project will free up homes and rooms across town. Most importantly, supporting this project will mean that we support the Culinary Institute of America in St. Helena and their investment in our community for the past 22 years

As far as the dorm space and land, it is an ideal location with little impact on the neighborhood and street that is commonly used as a go between the Silverado Trail and Hwy. 29. (I live on a very busy street that is used as a thoroughfare daily.) This dorm is within walking distance to campus and will house 224 students. What better location is there and how lucky are these students receiving a community environment so close to campus? Most students already walk to and from campus. Most students take the shuttle provided and parking is provided off the street. Most students walk to Main Street. For a 'college' in town, we need to have housing, we need to have it close to campus and we need to welcome this type of diversity into our city and allow these students to thrive.

If you haven't visited the C.I.A. and walked in its big front doors, seen the historic rooms to either side and have been welcomed by the front desk (mostly volunteers), visited the main barrel rooms, classrooms, instructional kitchen and restaurant, or even taken a class there, I encourage

you to do so.

Thank you for your time.

Sincerely,
Kim Phinney
1301 Allyn Avenue

Memorandum

Date:	May 22, 2017
To:	Naomi Miroglio, FAIA Architectural Resource Group Pier 9, The Embarcadero, Suite 107 San Francisco, CA 94111
From:	David Buehler, P.E.
Subject:	**Culinary Institute of America Vineyard Lodge Noise Study - Addendum**

This memo is an addendum to my memo dated June 15, 2016. The noise analysis in that memo assumed that student gatherings in the central courtyard area could include up to 120 students. That memo summarizes calculations which conclude that this number of students could produce a sound level of about 42 dBA at the nearest residence. One question that was raised at the Planning Commission hearings on the Project was what the sound levels would be if one were to assume that all 224 students were gathered in the courtyard at the same time. This memo addresses that question which I also verbally answered on the record at the hearing.

The increase in noise associated with 224 students versus 120 students can be calculated using the following equation. This equation represents the well-established relationship between changes in sound energy and the related change in sound level.

$$10 \times \log (224/120) = 2.7 \text{ dB} \sim 3 \text{ dB}$$

With 224 students the predicted noise level at the nearest residence would increase to 45 dB (42 dB + 3 dB) which is still below the measured daytime (7:00 a.m. to 10:00 p.m.) sound levels in the range of 50 to 64 dBA. Accordingly, the noise impact associated with student gatherings would remain less than significant even if all 224 students were to be in the central courtyard area.

630 K Street, Suite 400 — Sacramento, CA 95814 — 916.737.3000 — 916.737.3030 fax — icfi.com

Lilly Bianco

From: Noah Housh
Sent: Friday, May 19, 2017 4:18 PM
To: Lilly Bianco
Subject: FW: MAIN STREET SAFETY & CIA PROPOSED MASTER PLAN

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

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

From: Alan Galbraith
Sent: Friday, May 19, 2017 3:54 PM
To: Cindy Black
Cc: Noah Housh; Erica Ahmann Smithies; Larry Pennell
Subject: Fwd: MAIN STREET SAFETY & CIA PROPOSED MASTER PLAN

FYI, Alan

Sent from my iPhone

Begin forwarded message:

From: Carolyn Kelperis <ckelperis@hotmail.com>
Date: May 19, 2017 at 3:25:01 PM PDT
To: "AGalbraith@cityofsthelena.org" <AGalbraith@cityofsthelena.org>, "PWhite@cityofsthelena.org" <PWhite@cityofsthelena.org>, Paul Dohring <PDohring@cityofsthelena.org>, "GEllsworth@cityofsthelena.org" <GEllsworth@cityofsthelena.org>, "Mary Koberstein" <mkoberstein@cityofsthelena.org>
Cc: "t_bensel@culinary.edu" <t_bensel@culinary.edu>
Subject: MAIN STREET SAFETY & CIA PROPOSED MASTER PLAN

Dear Mayor Galbraith and Members of the City Council,

I have not taken a position regarding the appeal of the CIA in relation to their request to expand student housing along Pratt Avenue.

However, as a resident of Main Street for 47+ years, I have noted the increase in traffic and the increased hazard of using the pedestrian crosswalks that are not signaled or lighted.

In particular, the crosswalk at Main, nearest to Pratt Avenue, is particularly frightening, as drivers coming through the Tunnel of Elms at an advanced rate of speed are not often visible until one is in the center of the crosswalk.

Given the increase in traffic due to the opening of the Las Alcolbas Hotel, I would urge you to consider the addition of warning lights, such as were added to the crosswalk at Main & Charter Oak by the owners of Farmstead.

Any approval of an expansion of the CIA student housing, could increase foot traffic at Pratt & Main by those students opting to walk to or from the CIA rather than take the shuttle or bike. In that case, the applicant (CIA) should offer to construct a crosswalk with flashing lights at that intersection, in addition to their proposal to construct a new bike path.

Sincerely,
Carolyn Kelperis
1615 Main Street
St. Helena, CA 94574

Culinary Institute of America Campus Master Plan Appeal

By: Lilly Bianco, Contract Planner

Department of Planning

May 23, 2017 City Council Meeting

Project

Appeal of the Planning Commission Decision to Deny the CIA Campus Master Plan and the requested entitlements, including:

2555 Main Street:

- Use permit
- Design Review

830 Pratt Avenue:

- Demolition Permit
- Design Review
- Use Permit
- Variance


GREYSTONE
2555 MAIN STREET
APN 009-131-003
VINEYARD LODGE
830 PRATT AVENUE
APN 009-010-024
VINEYARD RD
RAILROAD RIGHT OF WAY
MAIN STREET (HWY 29)
PRATT AVENUE

CIA Campus Master Plan

GREYSTONE: 2555 Main

Design Review and Use Permit

- Restructure/expand the educational facilities at the Greystone Campus
- Expand student enrollment from 200 to 300 students,
- New 4,468 sf underground storage cave,
- Three modular storage units

Greystone

USE PERMIT

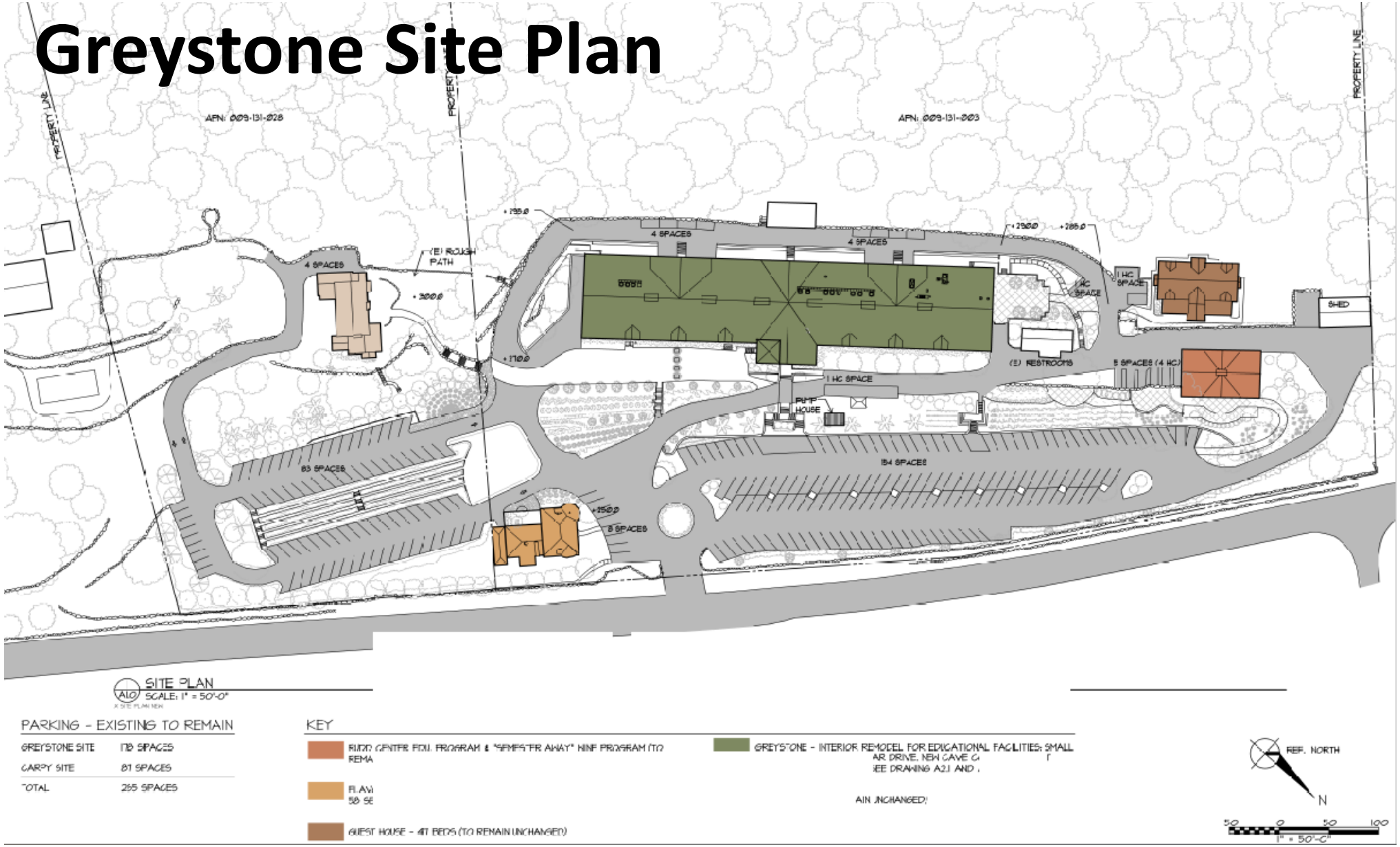
Existing Use Permit Authorizes:

- Enrollment of 200 students
- 35 seat bakery/café
- 190 seat WSGR
- 3100 SF retail store
- Special Events

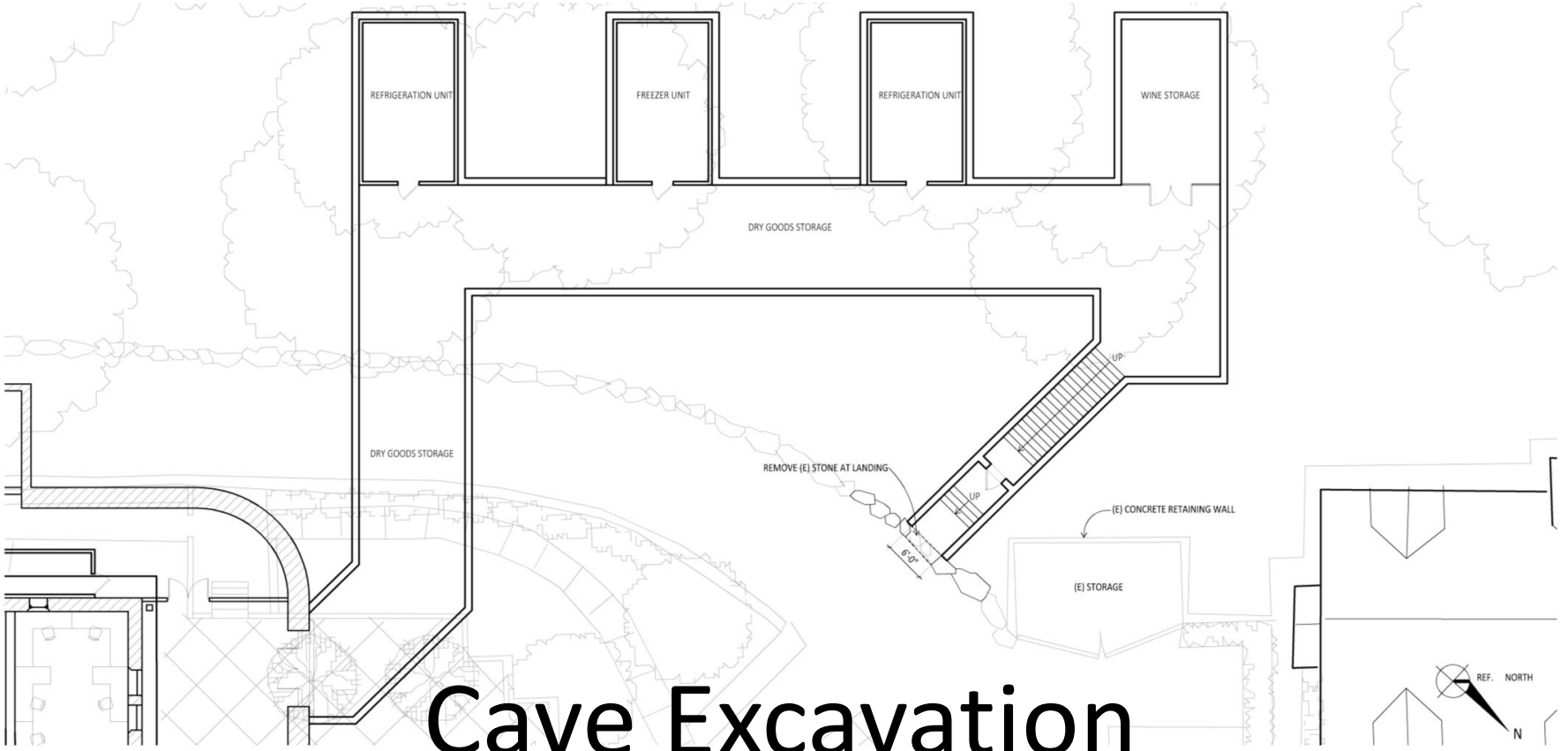
New Use Permit to authorize:

- Enrollment of 300 students
- 35 seat bakery/café
- 58 seat restaurant
- 3100 SF retail store
- Special events

Greystone Site Plan



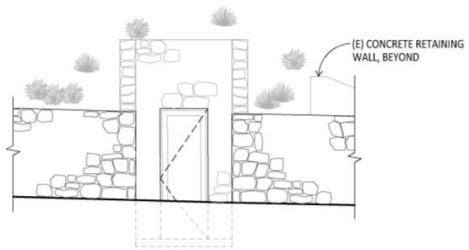
Cave Excavation



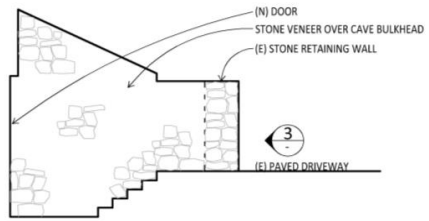
1 OVERALL CAVE PLAN
SCALE: 1/8" = 1'-0"



2 CAVE PORTAL EXISTING CONDITIONS

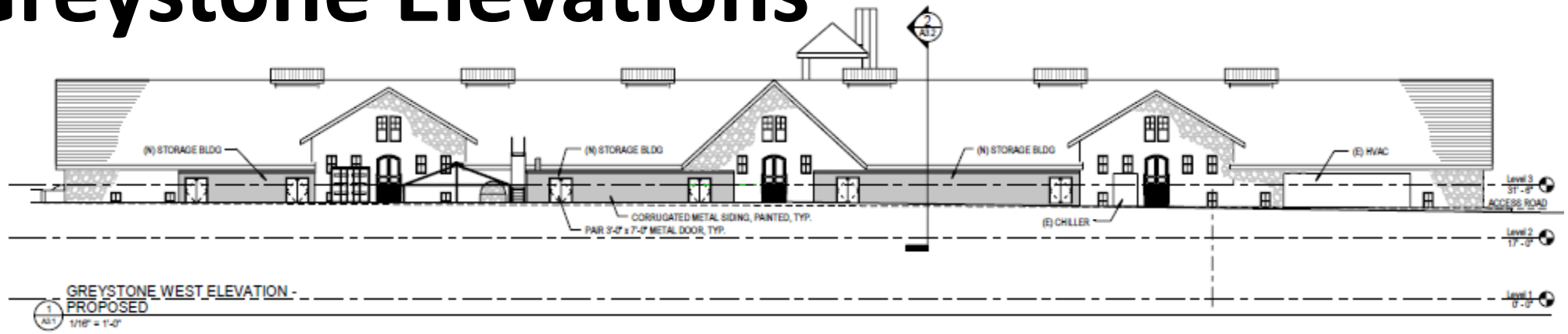


3 CAVE PORTAL EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



4 CAVE PORTAL EXTERIOR SECTION
SCALE: 1/4" = 1'-0"

Greystone Elevations



GREYSTONE WEST ELEVATION - PROPOSED
1/16" = 1'-0"



GREYSTONE NORTH ELEVATION - PROPOSED



GREYSTONE SOUTH ELEVATION - PROPOSED

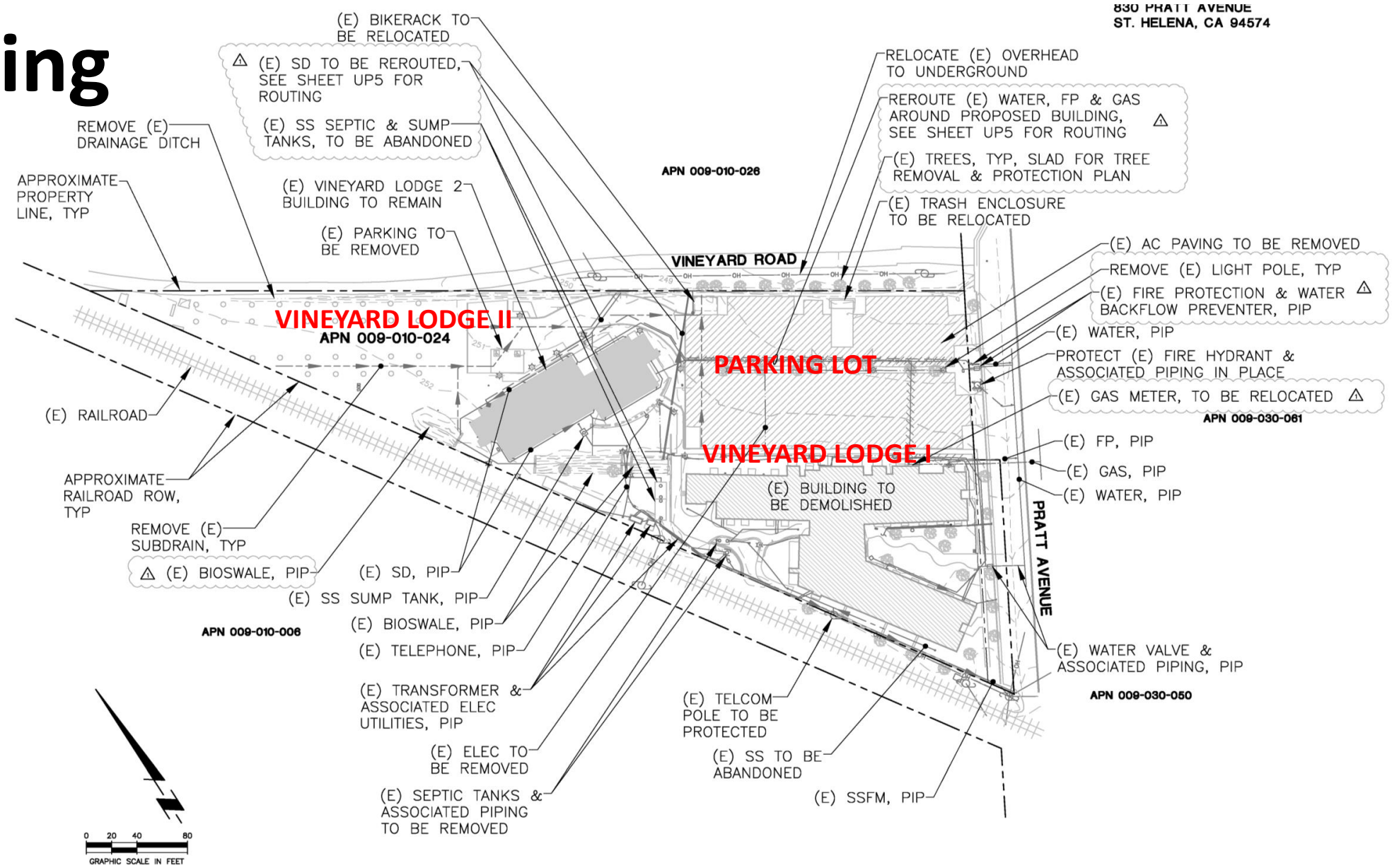
CIA Campus Master Plan

VINEYARD LODGE: 830 Pratt Avenue

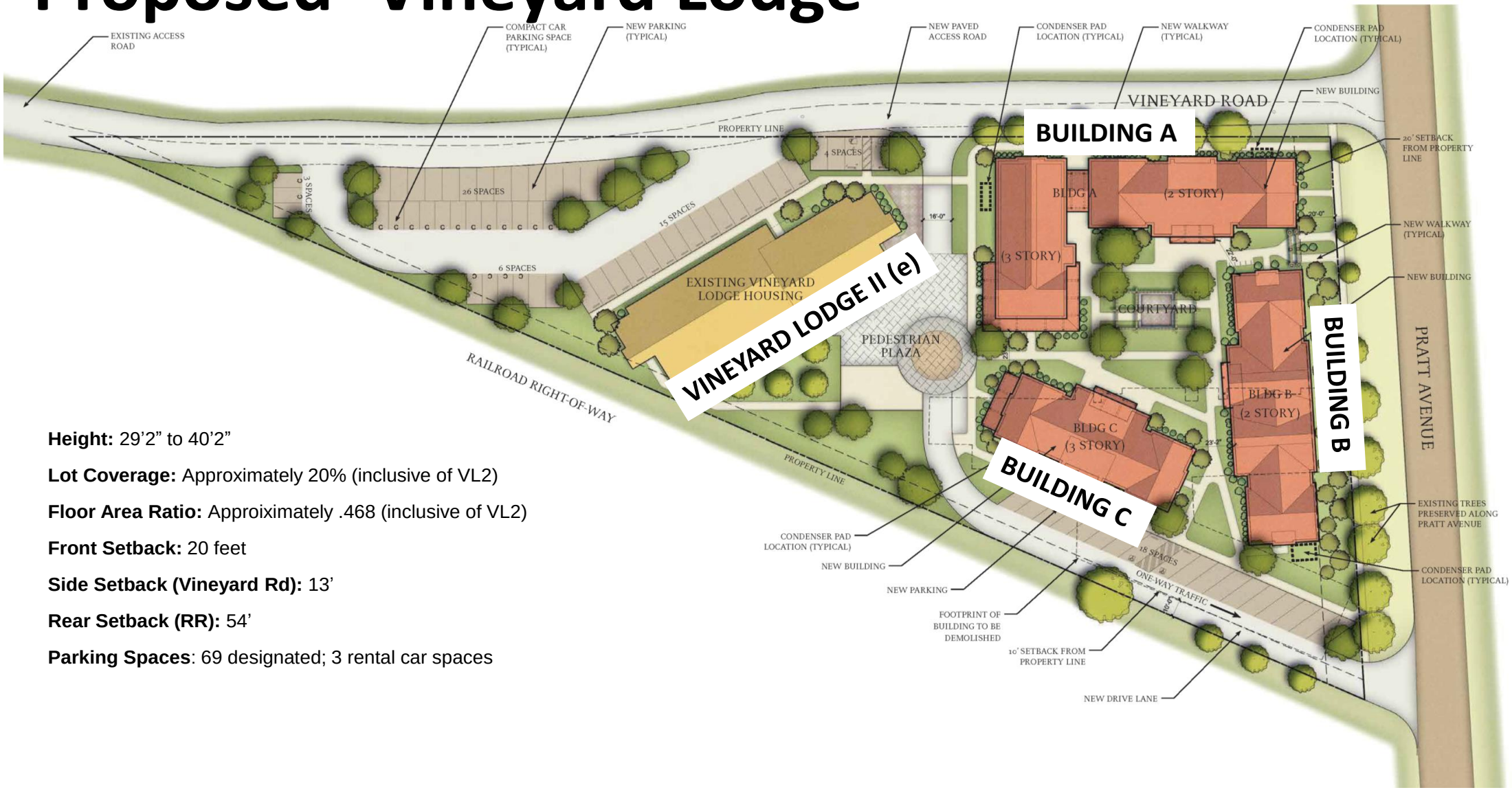
- **Demolition Permit,**
- **Design Review,**
- **Use Permit,**
- **Variances**

In order to: *Expand Vineyard Lodge Housing by 123 net new beds to accommodate a total of 224 residents.*

Existing


830 PRATT AVENUE
ST. HELENA, CA 94574
(E) BIKERACK TO BE RELOCATED
(E) SD TO BE REROUTED, SEE SHEET UP5 FOR ROUTING
(E) SS SEPTIC & SUMP TANKS, TO BE ABANDONED
REMOVE (E) DRAINAGE DITCH
APPROXIMATE PROPERTY LINE, TYP
(E) VINEYARD LODGE 2 BUILDING TO REMAIN
(E) PARKING TO BE REMOVED
APN 009-010-026
RELOCATE (E) OVERHEAD TO UNDERGROUND
REROUTE (E) WATER, FP & GAS AROUND PROPOSED BUILDING, SEE SHEET UP5 FOR ROUTING
(E) TREES, TYP, SLAD FOR TREE REMOVAL & PROTECTION PLAN
(E) TRASH ENCLOSURE TO BE RELOCATED
VINEYARD ROAD
(E) AC PAVING TO BE REMOVED
REMOVE (E) LIGHT POLE, TYP
(E) FIRE PROTECTION & WATER BACKFLOW PREVENTER, PIP
VINEYARD LODGE II
APN 009-010-024
(E) WATER, PIP
PROTECT (E) FIRE HYDRANT & ASSOCIATED PIPING IN PLACE
PARKING LOT
(E) GAS METER, TO BE RELOCATED
APN 009-030-061
(E) RAILROAD
VINEYARD LODGE I
(E) FP, PIP
(E) GAS, PIP
(E) WATER, PIP
APPROXIMATE RAILROAD ROW, TYP
(E) BUILDING TO BE DEMOLISHED
PRATT AVENUE
REMOVE (E) SUBDRAIN, TYP
(E) BIOSWALE, PIP
(E) SD, PIP
(E) SS SUMP TANK, PIP
(E) BIOSWALE, PIP
APN 009-010-006
(E) TELEPHONE, PIP
(E) WATER VALVE & ASSOCIATED PIPING, PIP
APN 009-030-050
(E) TRANSFORMER & ASSOCIATED ELEC UTILITIES, PIP
(E) TELCOM POLE TO BE PROTECTED
(E) ELEC TO BE REMOVED
(E) SS TO BE ABANDONED
(E) SEPTIC TANKS & ASSOCIATED PIPING TO BE REMOVED
(E) SSFM, PIP
0 20 40 80
GRAPHIC SCALE IN FEET

Proposed -Vineyard Lodge



Height: 29'2" to 40'2"

Lot Coverage: Approximately 20% (inclusive of VL2)

Floor Area Ratio: Approximately .468 (inclusive of VL2)

Front Setback: 20 feet

Side Setback (Vineyard Rd): 13'

Rear Setback (RR): 54'

Parking Spaces: 69 designated; 3 rental car spaces

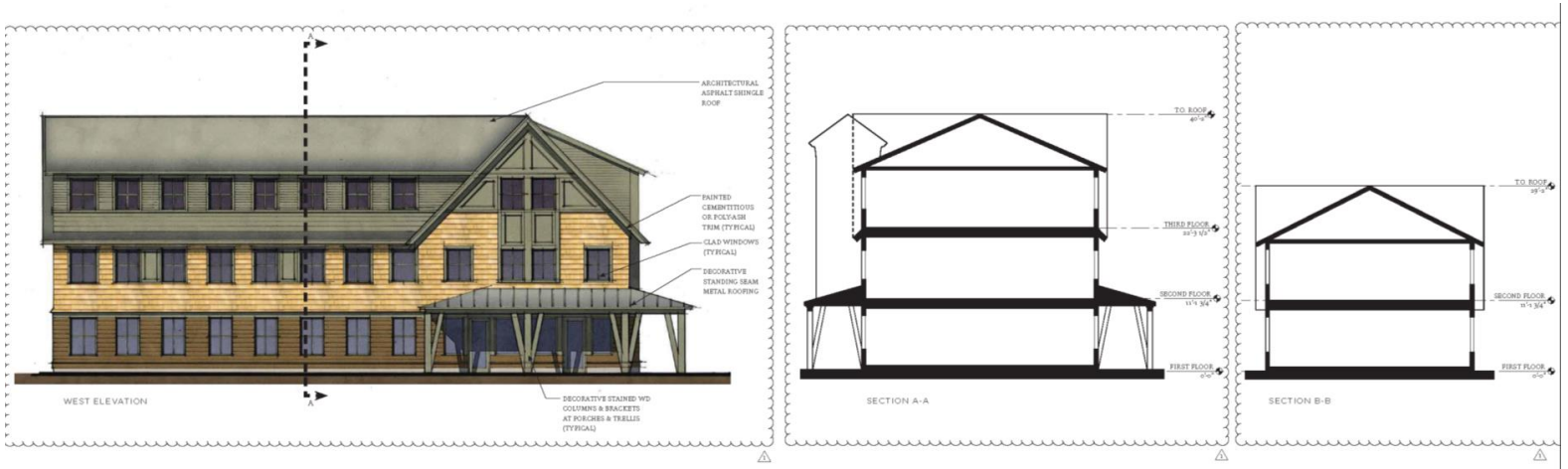
Building A

2 Stories/ 3 stories at rear

29’2 @ vineyard Road

40’2” at 3 story portion

20’ from Pratt Ave Property line





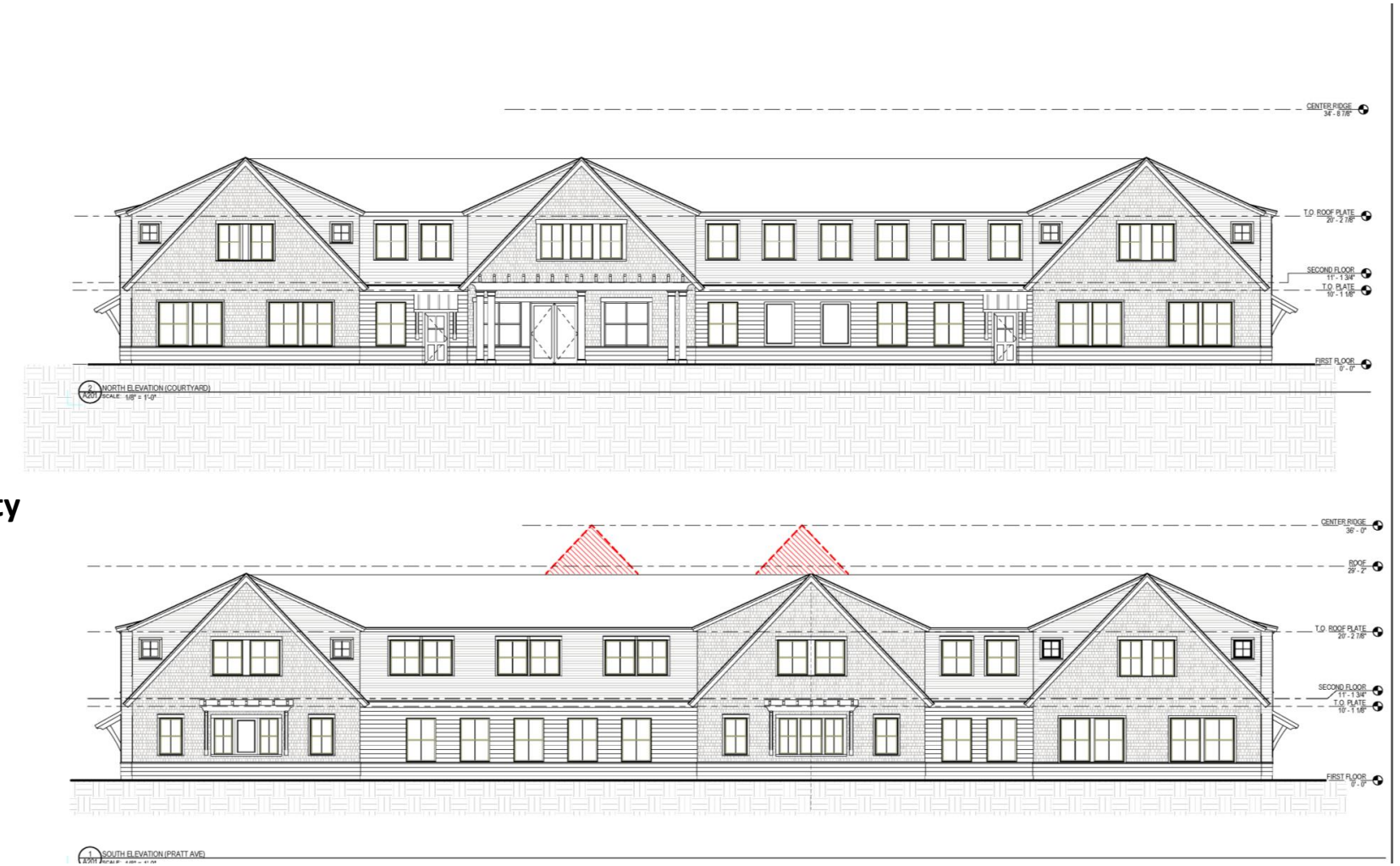
Building B

2 stories

Rectangular Plan

Height: 29’2

20’ from Pratt Avenue Property Line



Building C

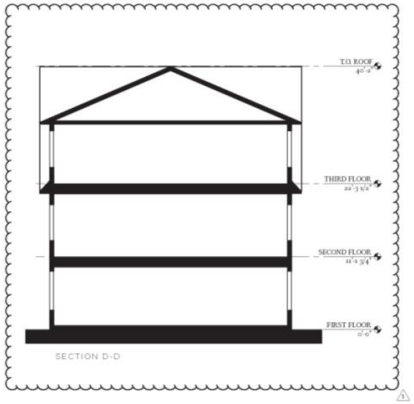
3 Stories

Rectangular Plan

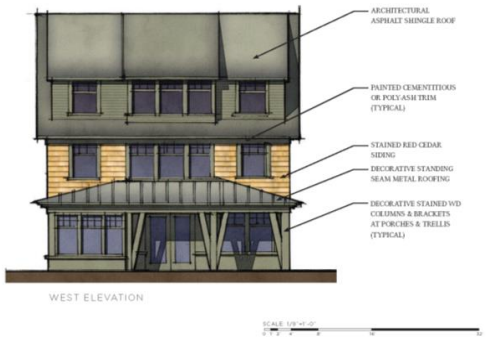
Height 40’2”

145’ from Pratt Avenue Property line









BEFORE




AFTER
35

BEFORE



AFTER



CEQA IS/MND

All potential impacts mitigated to *less than significant* levels

Potential Impacts Identified:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Land Use
- Noise
- Transportation

BACKGROUND

On March 21st the Planning Commission voted to deny the project citing:

- Incompatible massing of vineyard lodge buildings
- Inconsistencies with general plan
- Potential noise issues
- Excessive demands on public services
- Incompatibility with surrounding land uses
- Inadequate parking

APPEAL

The Appellant requests that the City Council:

1. Reverse PC decision
2. Grant CIA Appeal
3. Adopt IS/MND, and
4. Approve Entitlements and make all necessary findings

The City Council may affirm, modify, or deny the appeal as deemed appropriate.

RECOMMENDATION

The City of St. Helena Planning Commission recommends that the City Council deny the CIA Campus Master Plan project without prejudice and as identified and supported by the findings enumerated in the March 21st Planning Commission Resolution.

Questions?

SITE CONTEXT



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SITE CONTEXT: Adjacent Warehouse



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SITE CONTEXT: View from E Corner of Site



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SITE CONTEXT: View from W Corner of Site



- 2 ½ story residence across the street
  - 33'-6" feet tall (approximate)

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ARCHITECTURAL DESIGN ELEMENTS



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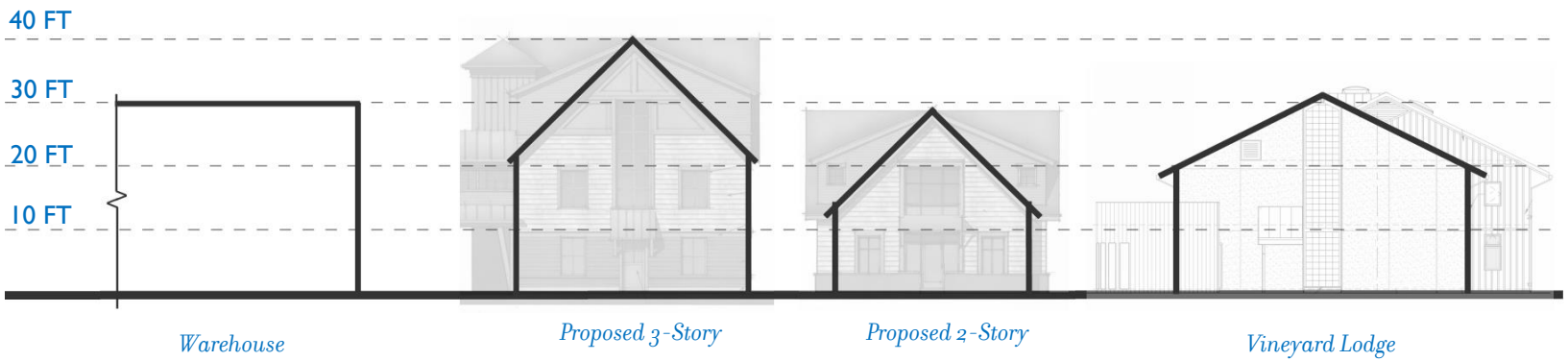
SCALE COMPARISON



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CULINARY INSTITUTE OF AMERICA
NAPA VALLEY

CONCEPTUAL DESIGN PACKAGE

FEBRUARY 18, 2015



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PUBLIC PROCESS / DESIGN REVISIONS

- Initial City Council presentation: **March 22, 2016**
- Neighborhood Meeting: **April 20, 2016**
- Design Revisions to Planning: **June 21, 2016**
- Design Revisions to Planning: **September 2, 2016**
- Planning Commission **Feb 21** and **March 7, 2017**

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Massing Along Pratt Avenue

- April 20: The original design comprised 3-story buildings exclusively



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Massing Along Pratt Avenue

- June 21st & September 2nd: Only 2-story buildings front Pratt Avenue. Elevation incorporated multi-ht gables



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Massing Along Pratt Avenue

- <u>March 7th</u>: Reduced all gables to 29'-2".



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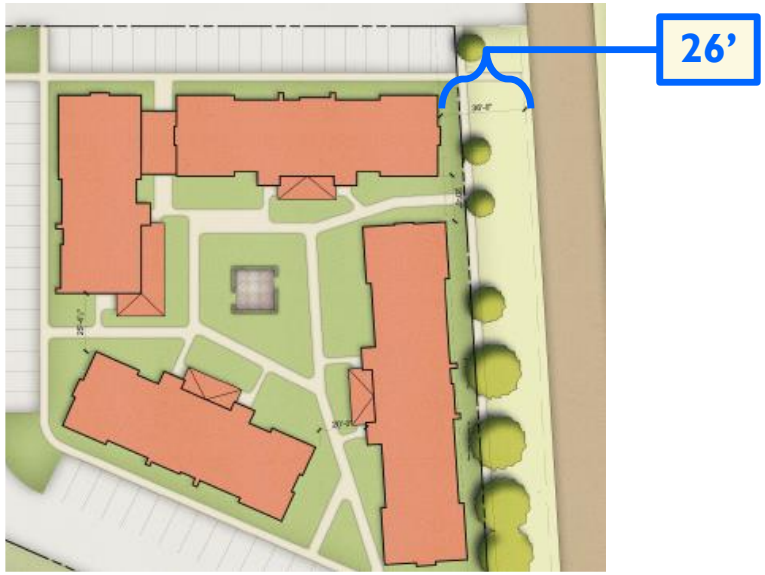
Building Setback

- <u>April 20</u>: 26’ setback from Pratt Avenue



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Building Setback

- June 21 & September 2: increased setback 60% - 41' setback from Pratt Avenue



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Building Height & Tree Preservation

- April 20: All 3-story buildings with partial tree cover



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Building Height & Tree Preservation

- June 21: 2- & 3-story buildings with partial tree cover



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Building Height & Tree Preservation

- <u>September 2</u>: 2- & 3-story buildings with more extensive tree cover, with the height of 3-story building reduced by an additional 7'-8" relative to the June design



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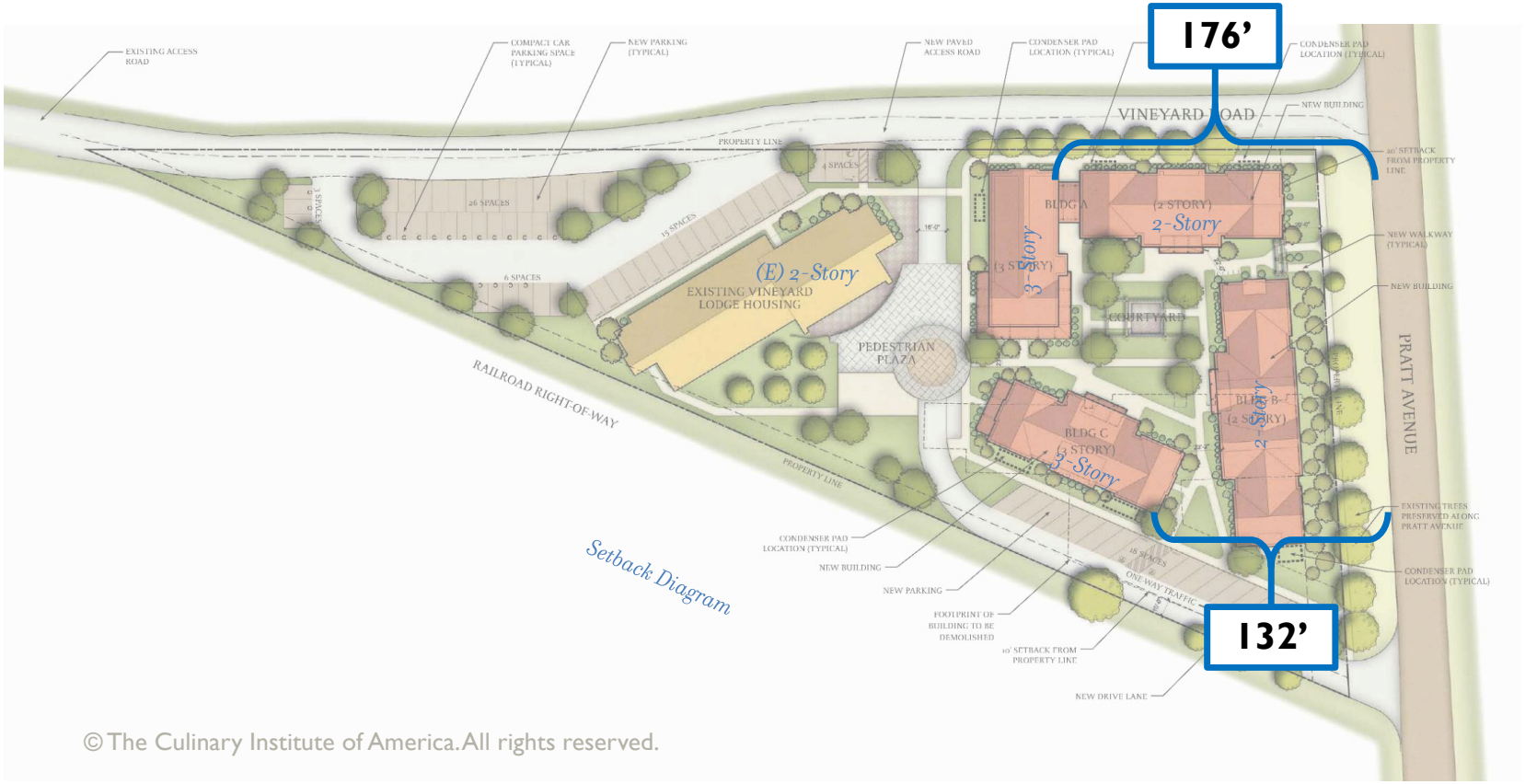
SETBACK TO 3-STORY RESIDENCES



Setback Diagram

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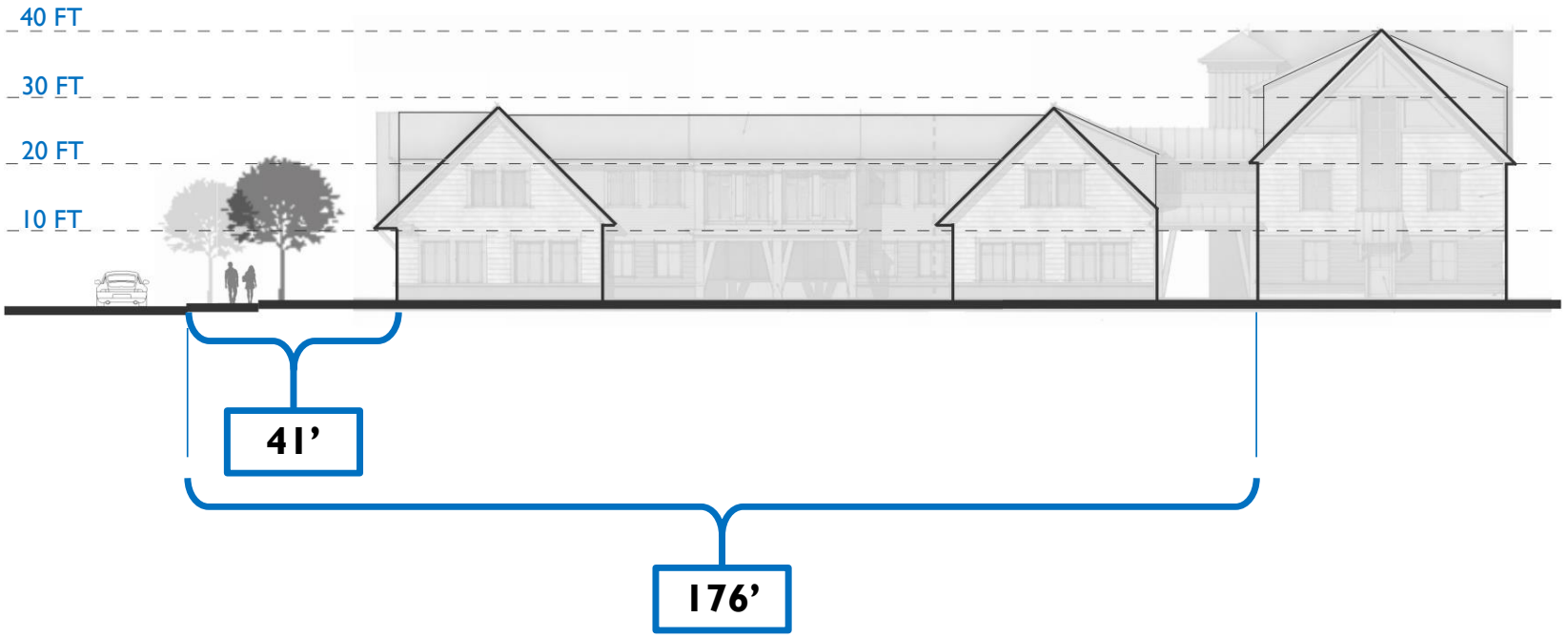
SITE SECTION



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3d MODEL PERSPECTIVE



Viewpoint from corner of Pratt Ave & Vineyard Rd



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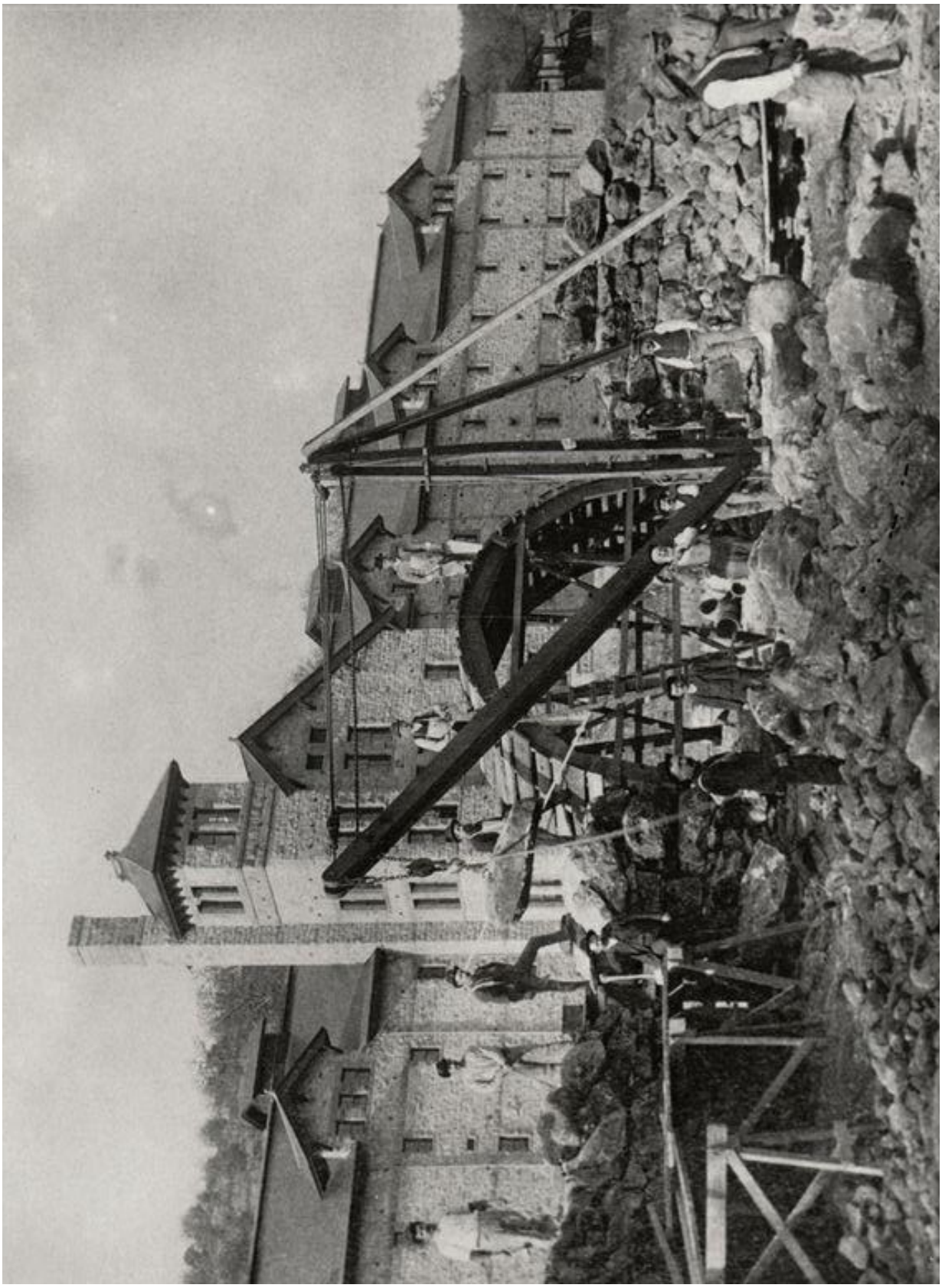

Historic Significance of the Greystone Site



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Historic Significance of the Greystone Site



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SITE CONTEXT



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SITE CONTEXT



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Hotel Room Nights in 2016

2016	Conference			Attendees	Hotel Room Nights Booked
Jan	Appetites & Innovations Retail Leadership Collaborative	Worlds of Healthy Flavors Leadership Retreat	Healthy Menus R&D Collaborative	285	**482**
Feb	Teaching Kitchen Collaborative Meeting	Healthy Kitchens, Healthy Lives		585	**831**
March	Flavor Summit Leadership Retreat			130	**300**

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Hotel Room Nights in 2016

2016	Conference	Attendees	Hotel Room Nights Booked
April	Worlds of Flavor International Conference & Festival	650	**820**
Aug	Flavor, Quality & American Menus Leadership Retreat	130	**339**
Nov	reThink Food Conference	375	**490**
2016	Wedding Party Events		**1,939**
2016	Corporate Events		**2,936**
TOTAL			**8,137**

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Community Events

Event	Dates	Benefit to Community	Community Served
Lobster Feast at Fire Station	2012-2016 **5 years**	$7,000/year ~30,000 served	Local Police and Fire Department
St. Helena Farmers Market Breakfast	2007-2016 **10 years**	~$300-$400/year 100+ attend/year	Farmer's Market
Donation - 100 year old Horse Carriage	2016	St. Helena Museum	St. Helena
bASH	2012-2016 **5 years**	200-300 served/year	PR for city, local business/wineries
St. Helena Farmer's Market Vendor Thank You Lunch	2007-2016 **10 years**	50-75 served/year	Farmer's Market Vendors
Auction Napa Valley	2006-2016 **11 years**	1200 served/year	Non-profits such as community health and child education

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Community Events

Event	Dates	Benefit to Community	Community Served
Duck Dinner at the Veterans Lodge /Oak St.	2005-2016 **6 years**	$10,000/year 100 guests/year	Veterans
St. Helena Farmer's Market Monthly Meeting	2006-2016 **11 years**	Maintains a strong Farmer's Market	St. Helena
SPICE Community Holiday Open House	2006-2016 **11 years**	Toys for Tots 1200 attendees	St. Helena
SPICE Holiday Greeting Cards to Deployed Veterans	2016	40+ served	Veterans
SPICE Yountville Veteran's Day Celebration	2016	400+ served	Yountville Veterans
SPICE Ghoulinary Institute at Gravestone	2014-2016 **3 years**	250+ served Foodbank/Valley Fire Relief	St. Helena

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Community Events

Event	Dates	Benefit to Community	Community Served
Kindergarten Lecture	2016	Toys for Tots 1200 attendees	St. Helena
SPICE Valentine's Day Candy Sale	2015	$360	Valley Fire relief
Napa Valley Fire Relief	2015	Student/Faculty/Staff volunteers	Lake County Fire Relief
Petaluma Health Center Kitchen Ribbon Cutting	2014	Provided hors d'oeuvres	Petaluma Health Center
Community Action Napa Valley	2014 6+ visits	Trained participants of CANV	
SPICE Memorial Day BBQ with the Veterans	2014	Hosted BBQ	Veterans

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Community Events

Event	Dates	Benefit to Community	Community Served
Project Sanctuary - Ukiah	2013-2014 **2 years**	$10,000 120 served/year	Desserts, proceeds to Women's Shelter
CIA Denim Day	2015	$931.43	Napa Valley Fire Relief
St. Helena High School	2010	300 served	St. Helena
Soap Box Derby	2006-2008 **3 years**	Pizza donated	
SPICE Shop with Cops	2015-2016 **2 years**	350 served/year	Napa Valley Police Dept.
SPICE Outrigger Canoeing Annual Paddle Day	2014-2017 **3 years**	100 attendees/year	Napa River Recreation
S.P.I.C.E. - STUDENT PROGRAM INVOLVEMENT and COMMUNITY ENGAGEMENT			

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Community Events

Event	Dates	Benefit to Community	Community Served
Cheers St. Helena	2010-2012 (4 events)	1500 served/event	St. Helena
St. Helena Elementary School Lunch	2012	80 served lunch	St. Helena
V-Foundation Cancer Fundraiser	2013-2014 (2 years)	Dinner 250 served/year	
Planned Parenthood - Staglin	2012	20 people served lunch	
Mental Health Dinner - Staglin	2014	20 people served lunch	
Napa Valley Land Trust Fund Raiser	2009-2012 (4 years)	Meal donated 45 served	Napa Valley

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THE CULINARY INSTITUTE OF AMERICA:
MASTER PLAN PROPOSAL

COMMUNITY SUPPORT & PUBLIC FEEDBACK

CITY OF ST. HELENA, CALIFORNIA

Submitted to the City Council on May 23, 2017



CHANGE.ORG PETITION SIGNERS & COMMENTS

change.org

The Culinary Institute of America at Greystone

Recipient: St. Helena City Council

Letter: Greetings,

The CIA is seeking approval for its Master Plan from the St. Helena City Council. We, the signed, support this project. If the CIA is going to remain a successful, instrumental citizen of St. Helena, it needs Master Plan approval.

The Master Plan has two interconnected components: (i) improvements to the Greystone campus to improve resource and spatial efficiencies; and (ii) the redevelopment of student housing on Pratt Avenue.

Neither aspect of the Master Plan can happen without the other. The CIA has rigorously evaluated all other alternatives and the Master Plan proposed represents the only viable option for the CIA and its students.

By signing this petition, we show our support of the CIA's Master Plan.

Comments

Name	Location	Date	Comment
Elizabeth Peddy	South Lake Tahoe, CA	2017-03-31	I'm a former resident of Napa Valley and my daughter was a student who lived on Pratt while attending the CIA. I think that this would be so beneficial to the students and Napa Valley. Please allow this to happen.
Adrianna M.	Vacaville, CA	2017-04-01	I used to work at the Greystone campus and can speak from experience that there are many things that need to be fixed or improved. Both at the main campus AND the student housing.
Kimberly L Phinney	Saint Helena, CA	2017-04-01	The Culinary Institute, its vision and its support of our ENTIRE community is an asset.
Marcus Marquez	Saint Helena, CA	2017-04-01	I support the CIA and their responsible and smart growth that benefit the commmunity and education.
Eileen Regan	Saint Helena, CA	2017-04-01	The CIA is great for Napa in many many ways! We all need to support the students and the school because it's what Napa is all about!
Jessica Marquez	Carmichael, CA	2017-04-01	I would like the CIA to continue and be successful. These young adults should be able to have affordable housing while continuing their education.
Gary Smeltzer	Napa, CA	2017-04-02	The CIA deserves this expansion. They've exceeded the requirements set forth by the city.
Stacey Bressler	Saint Helena, CA	2017-04-02	I'm signing because I support the education offered at the Culinary Institute of America.
Duncan Lange	Saint Helena, CA	2017-04-03	I'm signing because the Culinary Institute of America and it's students are one of the greatest assets of the St Helena community. They continually bring new life into the Napa Valley's restaurants, and culture. The families and friends of students and instructors constitute a huge amount of tourism and help to support local businesses.
Cathy Corison	Saint Helena, CA	2017-04-04	The CIA has been a great partner with both the city of St. Helena and the entire Napa Valley wine business. Anything we can do to help them do what they do better is a good thing.
Jared Snyder	Saint Helena, CA	2017-04-05	I believe the successful students are residential students. Giving access to quality residence halls with centralized programming space will only increase the positive experience students while attending the CIA!
Quiroz Helen	Saint Helena, CA	2017-04-05	I support the Master Plan because I believe this is approval is very important for both the students and the school.
Elena Sirignano	Napa, CA	2017-04-05	I'm an employee that works directly with the students and they tell me on a regular basis how their housing is sub-standard; and that our Main building is falling aprt due to age and structural integrity issues.
Derek corsino	Alexandria, VA	2017-04-05	I am Alumni of the CIA and I want to see this campus flourish!

Name	Location	Date	Comment
Thalia Jimenez	Napa, CA	2017-04-05	I am signing because I believe in the future of St. Helena and the students. The CIA is more than just a college, it is opportunity. Napa Valley has been built upon opportunity and I know this because I have lived in Napa Valley for 20 years. I do not believe that this student housing project will have any kind of negative effect on the community. I think people believe what they hear and it has been blown out of proportion. The CIA has proven to always take safety precautions and has worked with the city best as possible to stay low key without disturbing anyone and has also ALWAYS considered the community first. We should not make decision based on what one person thinks. It would not be fair and I don't think that is was we stand for in this beautiful Valley. I am signing because these students are the future of St. Helena. The CIA is a leading example for the community, remodels and mentors for the youth. An education should never be denied. The CIA has always supported us, why can't we support them?
Nathan Camba	Rancho Santa Margarita, CA	2017-04-05	I want to support my old stompin' grounds!
Laura Anders	Vallejo, CA	2017-04-05	I support the culinary institute, its success is the valley's success.
Frey Lisa	Napa, CA	2017-04-05	I am signing because I support the CIA's vision for the growth of the culinary arts. In the Napa Valley we are surrounded by hospitality and the arts it has to offer. What greater way to expand the opportunities, not only in education, but employment opportunities to those that want to be apart of this industry, in the present and the future!!! Let's face it! Food and wine has become the culture of the Napa Valley! There are challenges with any kind of change, but refusing to embrace the long term future benefit is only hindering the potential of what this valley has to offer. And the CIA is a big part of that growth!!! It's just another part of the village we have made our home.
Caitlin Petrucelli	Napa, CA	2017-04-05	The CIA is a vital part of the community. Supporting them means advancing the student curriculum and continuing to embrace their involvement in the Napa Valley culture.
Rebecca Grimes	Gardnerville, NV	2017-04-05	I was a student at the CIA in St. Helena, and this expansion is greatly needed.
Jennifer Cleveland	Edwardsville, IL	2017-04-05	My spouse and I are alumni of CIA Greystone. While we attended and after, we owned a home in The Valley, worked multiple jobs, and contributed by paying taxes.....just like most of the other students. The Napa Valley is always been know for great food and wine, but I feel like the CIA is an incredibly valuable resource in The Valley and has contributed to the fact that Napa is not a world wide destination for dining. The restaurant growth The Valley has seen in the last decade is supported especially by the labor pool the CIA turns out and has helped fuel this expansion of Napa as a Culinary hot bed.
luz salcedo	Vallejo, CA	2017-04-05	I work as a supervisor for the company LCS facility at CIA
David Reardon	Goleta, CA	2017-04-05	Housing is badly needed
Susie Narkis	River Forest, IL	2017-04-05	My son is a student at the CIA in St. Helena. He's loving the program and learning a phenomenal amount. Improvements to Greystone and housing will help the CIA to continue to attract men and women who are passionate about the food industry. Please support their Master Plan!
Seth Johnson	Napa, CA	2017-04-05	I believe in the good that Cia Greystone is doing for the St. Helena and Napa Valley Community
Robert Jorin	Saint Helena, CA	2017-04-05	It will keep the focus of Food and Wine in the upper valley.
Sarah Poon	East Hampton, NY	2017-04-05	I am a graduate of CIA at Greystone. I want my fellow schoolmates to be taken care of just like how I was taken care of when I was an attendee of the school.

Name	Location	Date	Comment
Greg Drescher	Carmichael, CA	2017-04-05	I am supporting this initiative because I have worked at the CIA for 21 years, and know that they/we care deeply about the St. Helena and Napa Valley communities we are apart of, and in turn ask for the support of our community in helping us all be strong together for the future.
Dominique Mounce	Santa Rosa, CA	2017-04-05	I am an alum of Greystone and I support the efforts of the staff and instructors.
Elvira Tobias	La Mirada, CA	2017-04-05	I hope this happens.
barbara sheehan	scottsdale, AZ	2017-04-05	My daughter graduated from CIA Greystone and loved her experience there! For those students who want to attend CIA, for the best culinary training available in the U.S., it is very important that afforable housing is available.
Jerry Coleman	Rancho Cordova, CA	2017-04-05	Ilove the CIA and want to support it!
Toni Hansen	Park City, UT	2017-04-05	As a parent of a current student at CIA Greystone and a potential CIA future student. The housing issues associated with the school need to be addressed. Pratt ave housing has been the easiest while my child has been at CIA. Currently she is in CIA off campus housing which required her to bring a car to school with her this year.ore housing at Pratt would be ideal for the school and the community
Kelsey Walden	Napa, CA	2017-04-05	This is a great way to keep the community vibrant.
James Harris	Fairfield, CA	2017-04-06	Indeed
Angie Flaherty	Albany, OR	2017-04-06	My daughter is a current student
Alexis Russo	Napa, CA	2017-04-06	I was a student at Greystone and assistant instructor for bbs students and know that they deserve to expanding the housing!
Kristyn Rossiter	Mrysville, CA	2017-04-06	I am a current student at the st Helena campus.
Karen Hawkins	Petaluma, CA	2017-04-06	I support the staff and students atCIA!!
brian schneider	Santa Rosa, CA	2017-04-06	you have to maintain the school as a viable modernized place to learn. Change is good!
Deborah Mcpherson	Odessa, TX	2017-04-06	My daughter is a graduate so I would like to see it continue.
Jon Huttinger	Napa, CA	2017-04-06	I agree with the principle
Christi Despain	Napa, CA	2017-04-06	I believe in the benefits this would bring to the school, the students, staff, and the community as a whole.
Patricia Gladstone	La Jolla, CA	2017-04-06	The CIA must have these resources available to grow even more prestigious
Robert Matheny	Saint Helena, CA	2017-04-06	I believe we should support the CIA as it contributes tremendously to our community enhancing our reputation around the world. It strikes a perfect balance with our wine industry, supports our town activities and reflects a responsible, energetic culture. We should endeavor to work with their growth challenges.
Lisa Ammirati	Orangevale, CA	2017-04-06	My daughter is a 2014 graduate. The program and staff are great!!
Leigh Torres	Saint Helena, CA	2017-04-08	Always great to give more people the opportunity to get an education and help grow our community. More students the more money will be spent in our town.
Annette Summersett	Saint Helena, CA	2017-04-08	We need to support this institution! It's a positive thing for our community
Anthony Torres	Saint Helena, CA	2017-04-08	Important to the area to have this happen.
steve hollis	Napa, CA	2017-04-09	I believe in the CIA
Kathryn Mattingly	Napa, CA	2017-04-11	I am excited about a CIA expansion!
Heather Lopez	Sacramento, CA	2017-04-11	affordable student housing is needed!

Name	Location	Date	Comment
Christina Adamson	Saint Helena, CA	2017-04-11	I have worked for the CIA for over 23 years, and also live and raise my family in St. Helena. I feel incredibly fortunate to both work and raise a family in such a wonderful community. The CIA and its students, staff & faculty add so much life to the town of St. Helena, as well as generous support for local schools, community events and fellow not-for-profit organizations. The student housing upgrade planned for Pratt Avenue would be a welcome change, and blend in much better with the neighborhood, as compared to the unattractive old building currently being used for housing on the property.
adam busby	Angwin, CA	2017-04-11	The CIA master plan will positively impact the city of St. Helena and its residents.
Katy Dashiell	Napa, CA	2017-04-18	The Culinary Institute of America at Greystone has been a good citizen and working part of the community in the valley for over 20 years. I support their desire to make improvements that will serve to improve student life and educational facilities.
Christie Dufault	Saint Helena, CA	2017-04-19	I strongly believe that the CIA adds positively to the small city of St. Helena. We are in the heart of America's most respected wine region. We should be proud to have the world's best culinary college in our back yard!
Ralph Myers	Saint Helena, CA	2017-04-20	The CIA adds incredible richness to the fabric of St. Helena life. I enthusiastically support their plans for expansion.
Scott Brown	Pope Valley, CA	2017-04-20	The CIA is a very class product and everything they have done is 1st class. They are a large part of the Napa Valley legend!
Michael Maury	Los Angeles, CA	2017-05-03	Students need better housing!
Mike Maury	Napa, CA	2017-05-03	The CIA brings so much to the community. We need to give these students the experience of a lifetime, including a comfortable housing facility!
John Skupny	St. Helena, CA	2017-05-18	As a 34 year resident of St. Helena I strongly believe that this proposal from the Culinary Institute is sound, well-thought out and needed. I also believe that the CIA, in St.Helena, is a treasure to our cites cultural, educational and aesthetic inventory!
Susan Pemberton	San Francisco, CA	2017-05-18	I believe this plan is good. It supports the students and community, plus will free up housing for locals that are currently being used by students.
Jeanne Baswell	St Helena, CA	2017-05-19	The CIA has been an important part of what St. Helena is all about. As an educator and neighbor I support their master plan.their maser pl
Catherine Dann	St. Helena, CA	2017-05-19	I SUPPORT CIA!!!
Jim Cameron	Vallejo, CA	2017-05-21	I am a graduate of the CIA-St. Helena, and have enjoyed a lucrative and productive career in F&B Hospitality, largely as a result of my training there.

Name	City	State	Postal Co	Country	Signed On
Anne Girvin	Saint Helena	California	94574	United States	3/29/2017
Emily Massimi	Saint Helena	California	94574	United States	3/29/2017
Janelle Moncada	American Canyon	California	94503	United States	3/30/2017
Amy Thomason-Richardson	St. Helena	California	94574	United States	3/31/2017
Elizabeth Peddy	South Lake Tahoe	California	96150	United States	3/31/2017
Jenni Karakasevic	Saint Helena	California	94574	United States	3/31/2017
John Marrs	Santa Rosa	California	95409	United States	4/1/2017
Samantha Chavez	Napa	California	94558	United States	4/1/2017
Theodore McCarthy	Rutherford	California	94573	United States	4/1/2017
Adrianna M.	Vacaville	California	95687	United States	4/1/2017
Tony Leonardini	Saint Helena	California	94574	United States	4/1/2017
Caroline E	Napa	California	94558	United States	4/1/2017
Kimberly L Phinney	Saint Helena	California	94574	United States	4/1/2017
Marcus Marquez	Saint Helena	California	94574	United States	4/1/2017
Eileen Regan	Calistoga	California	94515	United States	4/1/2017
Jessica Herring Marquez	Saint Helena	California	94574	United States	4/1/2017
Aimee Rico	Fairfield	California	94533	United States	4/1/2017
Claire McConnell	Falls Church	Virginia	22042	United States	4/1/2017
Shannon Latting	Saint Helena	California	94574	United States	4/1/2017
Rob Genest	Dublin			Ireland	4/1/2017
Pam Simpson	Saint Helena	California	94574	United States	4/2/2017
Sara Chappellet	St Helena	California	94574	United States	4/2/2017
Gary Smeltzer	Napa	California	94558	United States	4/2/2017
Kathy mccarthy	Saint Helena	California	94574	United States	4/2/2017
Kyle O'Hara	Napa	California	94559	United States	4/2/2017
Allison Day	Napa	California	94559	United States	4/2/2017
Stacey Bressler	Saint Helena	California	94574	United States	4/2/2017
Kacey Stotesbery	Saint Helena	California	94574	United States	4/2/2017
Anthony DiBenedetto	New Paltz	New York	12561	United States	4/2/2017
Joseph Galizia	Chicago	Illinois	60660	United States	4/2/2017
Timm Crull	Saint Helena	California	94574	United States	4/2/2017
Leslie Lentz	Saint Helena	California	94574	United States	4/2/2017
Jennifer Wagstaffe	Carmichael	California	95608	United States	4/2/2017
Jill Bragdon	Nampa	Idaho	83686	United States	4/2/2017
Caitlyn Cerza	Chicago	Illinois	60660	United States	4/2/2017
Jay Smith	Saint Helena	California	94574	United States	4/2/2017
Duncan Lange	Saint Helena	California	94574	United States	4/3/2017
Tony Auston	Oakland	California	94618	United States	4/3/2017
Mark Gray	Guerneville	California	95446	United States	4/3/2017
Phyllis Berryman	Chico	California	95926	United States	4/3/2017
Adella Shvarts	New York	New York	11235	United States	4/4/2017
Cathy Corison	Saint Helena	California	94574	United States	4/4/2017
Mayacamas Olds	Saint Helena	California	94574	United States	4/5/2017

Yousouf J.Khan	Walnut Creek	California	94596	United States	4/5/2017
Maryam Ahmed	Napa	California	94558	United States	4/5/2017
Jennifer Erben Claudio	Fairfield	California	94533	United States	4/5/2017
Nichole Perry	Vallejo	California	94591	United States	4/5/2017
Sadie Stutsman	Rohnert Park	California	94928	United States	4/5/2017
Sue Cussen	Poughkeepsie	New York	12601	United States	4/5/2017
Katie Cincotta	Napa	California	94559	United States	4/5/2017
Hannah Mollath	Saint Helena	California	94574	United States	4/5/2017
Jared Snyder	Saint Helena	California	94574	United States	4/5/2017
Jeremy Smith	Saint Helena	California	94574	United States	4/5/2017
Kelsey Canziani	Napa	California	94559	United States	4/5/2017
Quiroz Helen	Saint Helena	California	94574	United States	4/5/2017
Elena Sirignano	Napa	California	94558	United States	4/5/2017
Ivanna Ibarra	Napa	California	94559	United States	4/5/2017
Eric Gilbert	Napa	California	94558	United States	4/5/2017
Derek Corsino	Napa	California	94559	United States	4/5/2017
Ken Woytisek	Saint Helena	California	94574	United States	4/5/2017
Thomas Wong	Napa	California	94559	United States	4/5/2017
Thalía Jiménez	Napa	California	94559	United States	4/5/2017
Shara Orem	Napa	California	94558	United States	4/5/2017
Nathan Camba	Rancho Santa Margarita	California	92688	United States	4/5/2017
Laura Anders	Vallejo	California	94591	United States	4/5/2017
Jim Cutler	Vallejo	California	94589	United States	4/5/2017
Nahid Baghery	Irvine	California	92620	United States	4/5/2017
Frey Lisa	Napa	California	94559	United States	4/5/2017
Caitlin Petrucelli	Napa	California	94559	United States	4/5/2017
Gustavo Beltran	South San Francisco	California	94080	United States	4/5/2017
Jenny Woltz	Calistoga	California	94515	United States	4/5/2017
Christine Way	Napa	California	94559	United States	4/5/2017
Cynthia Lopez	Hayward	California	94544	United States	4/5/2017
Alexei Hernandez	Birds Landing	California	94512	United States	4/5/2017
Alvaro Martinez	Santa Rosa	California	95407	United States	4/5/2017
Rebecca Grimes	Gardnerville	Nevada	89460	United States	4/5/2017
Angelica Raygoza	La Quinta	California	92253	United States	4/5/2017
Alexis Childress	Santa Rosa	California	95401	United States	4/5/2017
Jennifer Kerns	Goleta	California	93117	United States	4/5/2017
Bekah Bolduc	Bangor	Maine	4401	United States	4/5/2017
Jonathan Ng	Daly City	California	94015	United States	4/5/2017
Maria Achotegui	Hyde Park	New York	12538	United States	4/5/2017
Ryan Martinez	Rohnert Park	California	94928	United States	4/5/2017
Talia Valeriote	Napa	California	94559	United States	4/5/2017
Wendy Sherwood	Napa	California	94558	United States	4/5/2017
Ashley Walsh	Ventura	California	93003	United States	4/5/2017
Jennifer Cleveland	Edwardsville	Illinois	62025	United States	4/5/2017

Debbie Gilliland	Santa Rosa	California	95409	United States	4/5/2017
Patricia Coleman	Saint Helena	California	94574	United States	4/5/2017
Lyndsey Reed	El Sobrante	California	94803	United States	4/5/2017
Albert Khoury	Napa	California	94559	United States	4/5/2017
luz salcedo	Vallejo	California	94589	United States	4/5/2017
David Reardon	Goleta	California	93117	United States	4/5/2017
Susie Narkis	River Forest	Illinois	60305	United States	4/5/2017
Seth Johnson	Napa	California	94558	United States	4/5/2017
Tyson Jackson	Novato	California	94945	United States	4/5/2017
Robert Jorin	Saint Helena	California	94574	United States	4/5/2017
Cara Lovell	Napa	California	94558	United States	4/5/2017
Kim Rothstein	Sebastopol	California	95472	United States	4/5/2017
Sarah Poon	East Hampton	New York	11937	United States	4/5/2017
Mac Daniel Dimla	yigo		96929	Guam	4/5/2017
Arthur Barkley	Gardnerville	Nevada	89460	United States	4/5/2017
Blythe Robinson	American Canyon	California	94503	United States	4/5/2017
Hope Tompkins	Napa	California	94558	United States	4/5/2017
Greg Drescher	Carmichael	California	95608	United States	4/5/2017
Dominique Mounce	Santa Rosa	California	95401	United States	4/5/2017
Melissa Valeriote	Vacaville	California	95688-1(	United States	4/5/2017
Reggie Powell	American Canyon	California	94503	United States	4/5/2017
Elvira Tobias	La Mirada	California	90738	United States	4/5/2017
Barbara Sheehan	Scottsdale	Arizona	85254	United States	4/5/2017
Steven De Smet	San Francisco	California	94121	United States	4/5/2017
Lisa Robinson	Boulder Creek	California	95006	United States	4/5/2017
Samantha Anderson	Woody Creek	Colorado	81656	United States	4/5/2017
Jerry Coleman	Rancho Cordova	California	95670	United States	4/5/2017
Ed Bubnis	Napa	California	94558	United States	4/5/2017
Kelsey Walden	Napa	California	94559	United States	4/5/2017
Evans Rebecca	Angwin	California	94508	United States	4/5/2017
Jil Esser	Daly City	California	94015	United States	4/6/2017
Amanda Wright	Pittsburgh	Pennsylvar	15201	United States	4/6/2017
Eric Heath	Edwardsville	Illinois	62025	United States	4/6/2017
Alan Romero	Monterey	California	93940	United States	4/6/2017
Benyto Beltran	San Francisco	California	94112	United States	4/6/2017
James Harris	Hampstead	North Caro	28443	United States	4/6/2017
Angie Flaherty	Albany	Oregon	97321	United States	4/6/2017
Amaka N	Napa	California	94559	United States	4/6/2017
Joe Metivier	Chicago	Illinois	60607	United States	4/6/2017
Alexis Russo	Napa	California	94559	United States	4/6/2017
Kristyn Rossiter	Mrysville	California	95901	United States	4/6/2017
Rick Valeriote	Vacaville	California	95688	United States	4/6/2017
Adam Padilla	Napa	California	94558	United States	4/6/2017
Elena Valeriote	Vacaville	California	95688	United States	4/6/2017

Karen Hawkins	Petaluma	California	94952	United States	4/6/2017
Keith Blauschild	Pompano Beach	Florida	33076	United States	4/6/2017
Suzanne Ruthven	Panama City	Florida	32405	United States	4/6/2017
Linda Imel	Napa	California	94558	United States	4/6/2017
Tim Robinson	Boulder Creek	California	95006	United States	4/6/2017
Chris Antonio	Downey	California	90241	United States	4/6/2017
Kelly Glafstone	New York	New York	11215	United States	4/6/2017
brian schneider	Santa Rosa	California	95407	United States	4/6/2017
Geazul Cardenas	San Francisco	California	94112	United States	4/6/2017
Victoria Sykes	Napa	California	94558	United States	4/6/2017
Shane Hawkins	Petaluma	California	94952	United States	4/6/2017
Enrico Briano	Napa	California	94558	United States	4/6/2017
Monica Holzmann Nemeth	Rancho Santa Margarita	California	92688	United States	4/6/2017
Julie Sattgast	Shelton	Washingto	98584	United States	4/6/2017
Raphael Wong	Valhalla	New York	10595	United States	4/6/2017
Ellie Christensen	Falls Church	Virginia	22046	United States	4/6/2017
Steve Riffe	Pittsburgh	Pennsylvar	15203	United States	4/6/2017
Tod Kawachi	Saint Helena	California	94574	United States	4/6/2017
Deborah Mcpherson	Odessa	Texas	79768	United States	4/6/2017
Jon Huttinger	Napa	California	94559	United States	4/6/2017
Christi Despain	Napa	California	94559	United States	4/6/2017
Patricia Gladstone	La Jolla	California	92037	United States	4/6/2017
Robert Matheny	Saint Helena	California	94574	United States	4/6/2017
Taray Evans	Vallejo	California	94590	United States	4/6/2017
John Hettinger	Pleasant Valley	New York	12569	United States	4/6/2017
valoree burke	Poughkeepsie	New York	12603	United States	4/6/2017
Nadia Ratan	Poughquag	New York	12570	United States	4/6/2017
Telly Kassimis	Hudson	Florida	34667	United States	4/6/2017
Angela Kassimis	Poughkeepsie	New York	12603	United States	4/6/2017
Jeannie Walsh	Poughkeepsie	New York	12603	United States	4/6/2017
Randall Kelsey	Lagrangeville	New York	12540	United States	4/6/2017
Ida Mikula	Pleasant Valley	New York	12569	United States	4/6/2017
Victoria Chism	Napa	California	94559	United States	4/6/2017
Christie Palladino	Newburgh	New York	12550	United States	4/6/2017
Ross Christieson	Arlington	Virginia	22205	United States	4/6/2017
Lisa Ammirati	Orangevale	California	95662	United States	4/6/2017
Marci Emery	Olalla	Washingto	98359	United States	4/7/2017
Tracy Soule	South Lake Tahoe	California	96150	United States	4/7/2017
Kirill Utochkin	San Francisco	California	94131	United States	4/7/2017
Lydia Lee	Citrus Heights	California	95610	United States	4/7/2017
Mark Ashworth	Pleasant Valley	New York	12569	United States	4/7/2017
Marie Kane-Seitz	Southampton	New York	11968	United States	4/7/2017
steven totten	Pleasant Valley	New York	12569-7	United States	4/7/2017
Anita Robinson	Hyde Park	New York	12538	United States	4/7/2017

John J. Fumo	Pleasant Valley	New York	12569	United States	4/7/2017
Paul Mutone	Rhinebeck	New York	12572	United States	4/7/2017
Leigh Torres	Saint Helena	California	94574	United States	4/8/2017
Annette Summersett	Saint Helena	California	94574	United States	4/8/2017
Anthony Torres	Saint Helena	California	94574	United States	4/8/2017
Andrea Potthoff	Napa	California	94558	United States	4/8/2017
steve hollis	Napa	California	94558	United States	4/9/2017
Joe Kirchhoff	Pleasant Valley	New York	12569	United States	4/10/2017
Kennedy Brooks	Calistoga	California	94515	United States	4/10/2017
Alisa Pettey-Torres	Saint Helena	California	94574	United States	4/10/2017
Claudia Ramer	Napa	California	94558	United States	4/10/2017
Kathryn Mattingly	Napa	California	94559	United States	4/11/2017
Richard Rang	Pleasant Valley	New York	12569	United States	4/11/2017
Austin Bamberg	San Jose	California	95111	United States	4/11/2017
Natalie Wassum	Napa	California	94559	United States	4/11/2017
Samantha Kirchhoff	Pleasant Valley	New York	12569	United States	4/11/2017
heather lopez	Napa	California	94558	United States	4/11/2017
Christina Adamson	Saint Helena	California	94574	United States	4/11/2017
adam busby	Angwin	California	94508	United States	4/11/2017
John Adamson	Saint Helena	California	94574	United States	4/12/2017
Allison Stapleton	Napa	California	94559	United States	4/12/2017
Ernie Bean	Napa	California	94558	United States	4/14/2017
Linda Ferolito	Pleasant Valley	New York	12569	United States	4/17/2017
Katy Dashiell	Napa	California	94559	United States	4/18/2017
John Palladino	Newburgh	New York	12550	United States	4/19/2017
Christie Dufault	Saint Helena	California	94574	United States	4/19/2017
Ashley King	Saint Helena	California	94574	United States	4/19/2017
Jon Grant	Saint Helena	California	94574	United States	4/20/2017
Ralph Myers	Saint Helena	California	94574	United States	4/20/2017
Scott Brown	Pope Valley	California	94567	United States	4/20/2017
Katie Leonardini	Saint Helena	California	94574	United States	5/2/2017
Kiki Furst Antonini	Saint Helena	California	94574	United States	5/3/2017
Michael Swanton	Calistoga	California	94515	United States	5/3/2017
Michael Maury	San Francisco	California	94122	United States	5/3/2017
Mike Maury	Napa	California	94559	United States	5/3/2017
Wendy Strachan	Saint Helena	California	94574	United States	5/7/2017
Woody van Horn	San Diego	California	92102	United States	5/11/2017
John Skupny	Saint Helena	California	94574	United States	5/18/2017
Susan Pemberton	Saint Helena	California	94574	United States	5/18/2017
Marissa Nokes	Saint Helena	California	94574	United States	5/18/2017
shannon pestoni	Saint Helena	California	94574	United States	5/18/2017
Jeanne Baswell	St Helena	California	94574	United States	5/19/2017
Stephanie Ericksen	Napa	California	94559	United States	5/19/2017
Catherine Dann	Saint Helena	California	94574	United States	5/19/2017

Denise Johnson	Saint Helena	California	94574	United States	5/19/2017
Anna Marie Longo	Saint Helena	California	94574	United States	5/21/2017
Jim Cameron	Vallejo	California	94591	United States	5/21/2017
Maria Coggiola	Angwin	California	94508	United States	5/22/2017

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Signatures

I support the CIA Master Plan by signing this petition which will be forwarded to the mayor and city council.

Name	Location	Date
Peter Campbell	[illegible]	4/1/17
Lindsay Campbell	[illegible]	4/1/17
Greg Weinerth	[illegible] NAPA	4/1/17
Mike Peters	Mike Peters	4/1/17
Bruce Parr	[illegible]	4/1/17
Kim Alonso		4-1-17
Lori Reiland	[illegible]	4-1/17
Tu Do	[illegible]	4/1/17
Emily Reiland	[illegible]	4/1/17
Jeanette Bear	Nevada City	9/1/17
David Bear	" "	"
Reggie + Kay Bates	Ocean Springs, LA	9/1/17
Dmitry Lurie	Emeryville CA	4/1/17
RHAZLYNN CALIXTO	R. Calistoga, CA	04/01/17
Tiara Macias	Tiara	4/1/17
Catherine Villa	El Sobrante, CA	4/1/17
Cecille Valdez	SAN DIEGO	4/1/17
Patrick Strasser	Napa, LA	4/1/17
Pamela Kunel	Richmond CA	4/1/17
Debra Owen	Stafeline Ca	4/4/2017
JOE KAESSNAEFER	San Francisco, CA	4/1/2017
Holland Alexander	[illegible]	4/1/2017
Jason Dawes	[illegible]	4/1/2017
Soehnke Thoyman	[illegible]	4/1/2013
John Brown	Fairfield, CA	4/1/2017
Dennis Brown	Fairfield Ca	4/1/17
Ryan Evans	Napa, CA	4/1/17

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Signatures

I support the CIA Master Plan by signing this petition which will be forwarded to the mayor and city council.

Name	Location	Date
Gwen VD	Walnut Creek, CA	4/1/17
Josh Williams	St Helena, CA	4/1/17
Christina Diaz	Santa Rosa, CA	4/1/17
Thomas [illegible]	Napa Ca	4/1/17
Lyndon Jim	Benicia	4/1/17
[illegible]	Destin, FL	4-1-16
Emily Taplin	Oakland, CA	4/1/17
Sylvia Taplin	St. Helena, CA	4/1/17
Evelyn Zientek	Lake County CA	4/1/17
Leonard Wong	Roseville, CA	4/1/17
Nicole Zawada	Roseville CA	4/1/17
Ashley McClure	Las Vegas, NV	4/1/17
[illegible]	Reno, NV	4/1/17
Saul [illegible]	Sacramento Ca	4/1/17
Brenda Boone	Calistoga	4/1/17
[illegible]	Calistoga	4/1/17
Derrick Brooks	Vallejo CA	4/1/17
Charles Pudey	NAPA, CA	4/1/2017
[illegible]	NAPA	4/1/2017
Ilona Nan	Napa	4/1/17
[illegible]	napa	4/1/17
Karen Pittschnick	Deer Park	4-1-17
Alvaro Ayala	napa	4-1-17
Catherine Reblé	Saint Helena	4-1-17
Samuel Hamlin	Saint Helena	4-1-17
Samuel To	St Helena	4-1-17
Scott R Jacobson	FAIRFIELD, CA.	4/1/17

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Signatures

I support the CIA Master Plan by signing this petition which will be forwarded to the mayor and city council.

Name	Location	Date
[illegible]	CLEARLAKE, CA.	04/01/17
[illegible]	Napa, CA	4-1-17
[illegible]	SAN FRANCISCO, CA	4-1-17
[illegible]	Calistoga, CA	4-1-17
[illegible]	St. Helena CA	4/1/17
[illegible]	St. Helena. CA.	4/1/17.
[illegible]	St Helena. CA	4/1/17
Jon Lee	Napa	4/1/17
Ryan Maguire	Napa	4/1/17
Aubrie Hansen	Calistoga	4/1/17
Carlos Serna	St Helena	4/1/17
Ines Vasquez	St Helena CA	4/1/17
Johan Du	St. Helena. CA	6/1/17
Meagan Mesner	St. Helena, CA	6/1/17
Janelle Otting	St Helena CA	6/1/17
[illegible]	Napa, CA	4/1/17
Marcela Leal	Napa, CA	4/1/17
Jessica Harkins	St. Helea	4/1/17
Chase Evans	St. Helena	4/1/17
[illegible]	San Jose CA	4/1/17
[illegible]	San Jose CA	4/1/17
Sean Smith	Fresno, CA	4/1/17

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Signatures

I support the CIA Master Plan by signing this petition which will be forwarded to the mayor and city council.

Name	Location	Date
Chelsea Hamilton	Napa	4/1/17
Kristi Charewalla	Napa	4/1/17
	SF	4/1/17
Erin Pavsek	SLO	4/1/2017
Sue Klopfer	S.F./St Helena	4/1/2017
JAQUI ANTHONY	HEALDSBURG	4/1/17
Jo Diaz	Geyserville	4/1/17
Lisa Garner	[redacted] Napa	4/1/17
Enoc Mendoza	Rocklin	4/1/17
Joyce Mendoza	Rocklin	4/1/17
	Rocklin	4/1/17
	Rocklin	4/1/17
	S.F.	4-1-17
	S.F.	4-1-17
Patrick Easton	ROCKLIN	4/1/17
Sam Lilly	Rocklin	4/1/17
Alexis Galvan	ROCKLIN, CA	4/1/17
Helena Galvan	Rocklin	4/1/17
Cindy Panek	St. Helena	4/1/17
	ST Helena	4/1/17
	St Helena Boca Raton FL	4/1/17
Candace Mesner	Boca Raton FL	4/1/17
ROBIN AKHURST	PETALUMA, CA	4/1/17
ANEETA AKHURST	PETALUMA, CA	4/1/17
Shannon Dillon	Petaluma, CA	4/1/17
BRAD Dillon	Petaluma, CA	4/1/17
TIM VO	Walnut Creek, CA	4/1/17



COMMENT CARDS RECEIVED FROM PROJECT SUPPORTERS

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Kimberly L Phinney

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal

☐ I am undecided, but would like more information

☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing

☒ I will write a letter to the editor and/or letter to the City Council

LALCA20684051

Name Kimberly L Phinney

Address [redacted] Allyn Avenue City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

FINGERS CROSSED! I'm trying to spread this good word!

1590

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal

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☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing

☐ I will write a letter to the editor and/or letter to the City Council

LALCA20691487

Name Ron & Carlene Hogan

Address [redacted] Chablis Circle City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

968

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

David J Ernst

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20750667

Name DAVID J. ERNST

Address [redacted] HUDSON AVE. City, State, Zip SAINT HELENA, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

656

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20735222

Name Marissa Nokes

Address [redacted] Tainter St City, State, Zip St Helena Ca 94574

Phone Number [redacted] Email Address [redacted]

Comments I attended Culinary School in Montpelier VT NECI. I lived in student housing there. It was very beneficial to have student housing available. I think St. Helena should allow the CIA to provide housing for students.

1439

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA486191117

Name Rose Ann Kronmark

Address [redacted] Railroad Ave City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

1121

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☒ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20739806

Name LARS KRONMARK

Address [redacted] VINEYARDS CIR City, State, Zip CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

ALL FUN THE BEST TO THE TOWN.

1120

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20701882

Name A Rosa Godinez

Address [redacted] Fulton Ln [redacted] City, State, Zip St Helena, Ca.

Phone Number [redacted] Email Address

Comments

786

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA24625952

Name Lopez Fam

Address [redacted] Charter Oak Ave City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

1193

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA400210101

Name Oleta McGrath

Address [redacted] San Lucas Court City, State, Zip St. Helena, Ca 94574

Phone Number ~~San Lucas Court~~ Email Address

Comments [redacted]

1299

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20683549

Name Julie Bath

Address [redacted] Adams St. City, State, Zip St CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

131

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Diana Manli

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☒ I will write a letter to the editor and/or letter to the City Council

LALCA25089197

Name Diana Manli, Hans Manli

Address [redacted] Redondo Ct. City, State, Zip St Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments We support CIA student housing on Pratt Ave, and cannot understand why anyone would not support this plan.

1276

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA130533462

Name Klaus & Carol Gruetzner

Address [redacted] Voorhees Cir. City, State, Zip St. Helena, CA 94574

Phone Number Email Address [redacted]

Comments

856

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:
- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☑ I will write a letter to the editor and/or letter to the City Council

LALCA20695853

Name Elizabeth Adams

Address [redacted] Del Rio City, State, Zip St Helena, CA 94574

Phone Number _____ Email Address _____

Comments _____

9

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:
- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20692216

Name Katherine Philippakis

Address [redacted] Chiles Avenue City, State, Zip St. Helena CA 94574

Phone Number _____ Email Address _____

Comments _____

1587

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20733457

Name Craig Stevenson

Address [redacted] Stockton St. City, State, Zip St. Helena, CA 94574

Phone Number _____ Email Address [redacted]

Comments _____

618

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA25252817

Name Lynne Dujmovich

Address [redacted] Stockton St. City, State, Zip St. Helena, CA 94574

Phone Number _____ Email Address [redacted]

Comments _____

1904

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:
- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA400198141

Name Marcus + Kolea Marquez

Address [redacted] Vineyard Ave City, State, Zip St. Helena Ca 94574

Phone Number [redacted] Email Address [redacted]

Comments I support the CIA 100%. The institute is a huge part of what makes St. Helena a Great ~~place~~ place to live. The contributions they contribute to our community is why we get to do the things we love here!

950

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA463618350

Name Victor Cortes

Address [redacted] Stockton St City, State, Zip St Helena

Phone Number [redacted] Email Address [redacted]

Comments We support the proposed master plan and affordable housing for the students of the CIA.

465

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA22781876

Name Janet Peischel

Address [redacted] Hunt Ave City, State, Zip St Helena

Phone Number [redacted] Email Address [redacted]

Comments

1550

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20732125

Name Kathleen Myers

Address [redacted] Spring Mtn Rd City, State, Zip St Helena, CA

Phone Number [redacted] Email Address

Comments

1413

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Sabina Bell

Authorized Signature

Please select one of the following:

- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20732839

Name

Address

Phone Num

Sabina Bell
[redacted] Saint James Ct.
Saint Helena, CA 94574-2061

City, State, Zip

Email Address

Comments

161

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20612821

Name GLORIA C. BATH

Address [redacted] MITCHELL DRIVE City, State, Zip ST. HELENA, CA 94574

Phone Number [redacted] Email Address

Comments "AN institute of higher education is such a credit to our community. The Culinary Institute of America is a valuable asset that St. Helena should be very proud of."
(I will email the city Council & our MAYOR GALBRATH)

130

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20692224

Name Harry & Gayle Willett

Address [redacted] Chiles Ave. City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments An outstanding plan that will enhance the city of St. Helena.

2081

☑ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☑ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA515260853

Name Jason Bitman

Address [redacted] Spring Mountain Road City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments Thank you for putting this plan together!

197

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:
- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20684050

I already did, but can write another one, if needed.

Name Katie Leonardini

Address [redacted] Allyn Ave City, State, Zip St Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments My family owns Whitehall Lane Winery + I am VP Operations. We support CIA as a family and as a business. Please let us know how we can support you.

1161

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:
- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20713903

Name Dianne Maher

Address [redacted] Chiles Ave. City, State, Zip St. Helena, 94574

Phone Number _____ Email Address [redacted]

Comments _____

1218

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☑ I support the CIA's Master Plan proposal — 100%!
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☒ I will write a letter to the editor and/or letter to the City Council

LALCA20739602

Name JOHN SKUPNY

Address [redacted] VINEYARD Avenue City, State, Zip ST. HELENA 94574

Phone Number [redacted] Email Address [redacted]

Comments GREAT LOOKING PLAN — THANK YOU FOR BEING GREAT NEIGHBORS!

1851

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

(KW)

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☑ I will attend a public hearing
☑ I will write a letter to the editor and/or letter to the City Council

LALCA20697915

Name Ken Waytisek

Address [redacted] B Edwards St City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

2109

☑ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Margaret R. Homsy
Authorized Signature

Please select one of the following:
- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20608506

Name Margaret Homsy and Robert Homsy
Address [redacted] Grove Court City, State, Zip St Helena, CA 94574
Phone Number [redacted] Email Address [redacted]
Comments We have lived in two locations near CIA house rentals and would prefer to see those rentals used for ~~families.~~ nurse families.

974

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA400209901

Name ERICKA ITEN
Address [redacted] RAILROAD AVE. City, State, Zip SAINT HELENA, CA 94574
Phone Number [redacted] Email Address [redacted]
Comments
WE NEED THIS HOUSING FOR OUR STUDENTS AND TO MAKE OTHER HOUSING OPTIONS AVAILABLE FOR THOSE WHO LIVE IN THE COMMUNITY. IF YOU FEEL IT WOULD HELP YOUR "FIGHT" - MAYBE REACH OUT AND TALK W US AT SH HOSPITAL. IF WE PAIR W NEED FOR NURSES, MAY BE EASY "SALE".

1015

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20718834

Name SHANNON PESTONI

Address [redacted] Crinella Drive City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

1573

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA486164072

Name Tracey Skupny

Address [redacted] Vineyard Ave. City, State, Zip SH CA 94574

Phone Number [redacted] Email Address

Comments

1850

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20706077

↳ Already done!

Name Pete + Erin Przybylinski

Address [redacted] Hudson Ave City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments I wrote a letter to The City supporting your project and the ~~impact~~ benefits to St. Helena of their support -

1628

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20745939

Name

Address City, State, Zip

Phone Number Email Address

Comments PARKING NORTH OF ELMHURST ON 29 IS A MAJOR ACCIDENT WAITING TO HAPPEN. EXITING AUTOS WILL BE WELCOME, IF YOUR PLAN WORKS.

1592

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Jeanne Wilson

Authorized Signature

Please select one of the following:

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☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA516098551

Name Jeanne Wilson

Address [redacted] Laguna Seca Court City, State, Zip St. Helena, CA 94574

Phone Number _____ Email Address [redacted]

Comments Great plan! good luck!

2085

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Krisi Raymond & Kirk Wrede

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
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☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☒ I will attend a public hearing
☒ I will write a letter to the editor and/or letter to the City Council

LALCA20739559

Name Krisi Raymond

Address [redacted] Villeneuve Avenue City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments _____

1654

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA26085342

Name Pat & Doreen Fank

Address [redacted] Magnolia Ave. City, State, Zip St. Helena, Ca 94574

Phone Number [redacted] Email Address [redacted]

Comments Housing the students in a dorm facility will reduce the traffic and parking problems in residential neighborhoods. + NO15E

673

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☒ I will write a letter to the editor and/or letter to the City Council

LALCA20739854

Name The Johnson household and the Taylor household

Address [redacted] Voorhees Circle, St. Helena City, State, Zip CA, 94574

Phone Number Email Address [redacted]

Comments

1047

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☒ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20343242

Name Jeff & Laurel Howard

Address [redacted] Spring Brook Ct. St. Helena City, State, Zip 94574

Phone Number _____ Email Address [redacted]

Comments _____

986

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA22666734

Name [redacted]

Address [redacted] City, State, Zip [redacted]

Phone Number _____ Email Address [redacted]

Comments I support your project. However, I request that you please do not share my private information.

281

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20701882

Name A Rosa Godinez

Address [redacted] Fulton Ln [redacted] City, State, Zip St Helena, Ca.

Phone Number [redacted] Email Address

Comments

786

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA24625952

Name Lopez Fam

Address [redacted] Charter Oak Ave City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

1193

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20629462

Name Kristin Ridste

Address [redacted] Reed Court City, State, Zip St. Helena, Ca 94574

Phone Number _____ Email Address [redacted]

Comments The CIA is an important resource to our community and I support your endeavors to consolidate and expand student housing.

1678

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20731949

Name Margaret Allen

Address [redacted] Spring St. St. Helena City, State, Zip St. Helena Ca 94574

Phone Number _____ Email Address _____

Comments You are a beautiful addition to the Valley

35

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Carl M Hamilton

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20735119

Name CARL M. HAMILTON

Address [redacted] SYLVANER AVE. ST. HELENA City, State, Zip CA. 94574

Phone Number [redacted] Email Address N/A

Comments

877

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20695860

Name SHEARTAN DOWNIE

Address [redacted] DEL RIO CT City, State, Zip ST HELENA, CA 94574

Phone Number Email Address [redacted]

Comments REDUCES TRAFFIC ON HIGHWAY - YEAH !!!

609

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20694480

Name KATHLEEN LYONS

Address [redacted] CRINELLA DR. City, State, Zip ST. HELENA, CA 94574

Phone Number _____ Email Address _____

Comments _____

1210

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Pavi Micheli

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20692209

Name Pavi Micheli

Address [redacted] Chiles Avenue City, State, Zip St Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments _____

1146

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Chris Duffey

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal

☐ I am undecided, but would like more information

☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing

☐ I will write a letter to the editor and/or letter to the City Council

LALCA20695823

Name

Address

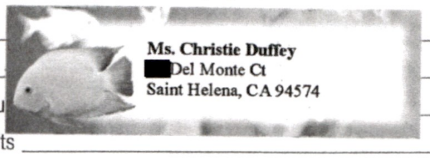
City, State, Zip

Phone Nu

Email Address

Comments

615



☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

☑ I support the CIA's Master Plan proposal

☐ I am undecided, but would like more information

☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing

☐ I will write a letter to the editor and/or letter to the City Council

LALCA20692197

Name Claire Scalzo

Address [redacted] Chiles Avenue City, State, Zip St. Helena, Ca. 94574

Phone Number [redacted] Email Address

Comments

1756

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA28265826

Name Debbie Greene

Address [redacted] Crinella Drive City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

838

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA463616279

Name SEBASTIAN CANE

Address [redacted] HUDSON City, State, Zip

Phone Number Email Address

Comments

1131

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Leslie Ellis

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20684027

Name Leslie Ellis

Address [redacted] Allyn Ave City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

645

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Robert & Heather Fisher

Authorized Signature

Please select one of the following:

- ☒ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA485896426

Name ROB & HEATHER FISHER

Address [redacted] ALLYN AVE City, State, Zip ST HELENA, CA 94574

Phone Number Email Address [redacted]

Comments

693

☑ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☑ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☑ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20724016

Name Kathy McCarthy

Address [redacted] Quail Court City, State, Zip SH 94574

Phone Number [redacted] Email Address [redacted]

Comments

770

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA486209025

Name Deanna Montoro

Address [redacted] Magnolia Ave City, State, Zip St. Helena 94574

Phone Number [redacted] Email Address [redacted]

Comments

1383

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☑ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20716782

Name JOHN ADAMSON

Address [redacted] Hunt Ave City, State, Zip St Helena 94574

Phone Number [redacted] Email Address [redacted]

Comments

15

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Darcy L. Dunlap for Leslie Dunlap

Authorized Signature

Please select one of the following:

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20708634

Name Darcy + Leslie Dunlap

Address [redacted] Pine Street City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

621

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA400197356

Name Suzanne Tate

Address [redacted] Spring Street City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

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Authorized Signature

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Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA400197474

Name Sue Tipp - Leo Sin

Address [redacted] Pope St. City, State, Zip St Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

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Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA17489409

Name PAUL GIUDICE

Address [redacted] ALLISON AVE City, State, Zip St. Helena CA. 94574

Phone Number _____ Email Address [redacted]

Comments Keep up the Great Work

780

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20732115

Name John S. Anderson

Address [redacted] Spring Mt. Rd. City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments Good luck!

51

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA25129348

Name Arlene Corsetti

Address [redacted] Spring St City, State, Zip St. Helena

Phone Number [redacted] Email Address [redacted]

Comments

463

☑ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☑ I support the CIA's Master Plan proposal
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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA400197570

Name Annette Summerset

Address [redacted] Pinot Way City, State, Zip St. Helena CA 94574

Phone Number [redacted] Email Address [redacted]

Comments The CIA is a great boon for our community. I'm in full support!

1929

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Cheryl Lessman

Authorized Signature

Please select one of the following:

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☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA130553414

Name Cheryl Lessman

Address [redacted] Allyn Ave City, State, Zip St. Helena, CA

Phone Number [redacted] Email Address [redacted]

Comments

1164

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20715842

Name Dianna Ball

Address [redacted] Meadowcreek Circle St. Helena, CA City, State, Zip 94574

Phone Number Email Address [redacted]

Comments

105

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

John Livingston

Authorized Signature

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☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20711742

Name John / Diane Livingston

Address [redacted] Hudson Ave City, State, Zip St. Helena, 94574

Phone Number [redacted] Email Address [redacted]

Comments

1180

☒ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Ashley Hepworth

Authorized Signature

Please select one of the following:

☒ I support the CIA's Master Plan proposal
☐ I am undecided, but would like more information
☐ I oppose the CIA's Master Plan proposal

Select all that apply:

☐ I will attend a public hearing
☐ I will write a letter to the editor and/or letter to the City Council

LALCA20720024

Name Ashley Hepworth

Address [redacted] So. Crane City, State, Zip St. Helena CA

Phone Number Email Address [redacted]

Comments

932

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20723165

Name ETHEL RAMOS

Address [redacted] PINE WAY City, State, Zip ST HELENE CA 94574

Phone Number _____ Email Address _____

Comments _____

1648



COMMENT CARDS RECEIVED FROM PROJECT UNDECIDEDS

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20732737

Name Betsy Holzhauer

Address [redacted] Los Robles Ct. City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments Elmhurst Main St (Hwy 29) and Pratt Ave are a disaster due to traffic. There should be a moratorium on every building and expansion request until the City of St H puts in place a parking plan to protect our permanent residents.

972

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20732388

Name SUSAN PEMBERTON

Address [redacted] ST. ANDREWS CT City, State, Zip ST. HELENA, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments I WOULD LIKE TO SEE THE PLANS FOR THE NEW BUILDINGS & I'D UNDERSTAND IF THESE WOULD REPLACE THE EXISTING "NURSING HOME" BUILDING. I JUST WANT THE ARCHITECTURE TO WORK WITH THE SURROUNDING AREA.

1554

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20683976

Name Sara Chrisman Bjerken & Leif Bjerken

Address [redacted] Crinella Drive City, State, Zip St. Helena, CA 94574

Phone Number [redacted] Email Address [redacted]

Comments

201

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20695589

Name

Address City, State, Zip

Phone Number Email Address

Comments 123 NEW BEDS BUT ONLY ABOUT 20 NEW PARKING SPACES?

1975



COMMENT CARDS RECEIVED FROM PROJECT OPPONENTS

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20731964

Name GET OUT OF TOWN . . .

Address _____ City, State, Zip _____

Phone Number _____ Email Address _____

Comments TAKE YOUR TOURIST TRAP ELSEWHERE !!!

1845

☒ ~~☐~~ NO!

~~☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!~~

Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20722937

Name Lana Ivanoff

Address [redacted] Pine St City, State, Zip St Helena 94574

Phone Number _____ Email Address [redacted]

Comments The original agreement with the county + the City, when the CIA became a culinary college, was that dorms would be built on site. This is about ##, and the horrible impact on residents in the area of your proposed expansion. Use the Carpy property + build up there!

1017

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20745907

Name Rod Smith

Address [redacted] Crinella Dr. City, State, Zip ST. Helena CA 94574

Phone Number _____ Email Address _____

Comments I am awakened at 1:00 or 2:00 Am on a regular basis by intoxicated students walking home from Annas Cantina, more students living in the area would only add to the problem / waste water increase / traffic increase

1870

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Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20723498

Name Carolie Norfleet

Address [redacted] Pratt Ave City, State, Zip St Helena

Phone Number [redacted] Email Address [redacted]

Comments I am PRO CIA however, this is not in the Citys best interests to expand 123 rooms at this location where we already have serious traffic issues. The logical location is next door to the CIA

1442

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA400214925

Name Hope

Address [redacted] Pratt Ave City, State, Zip St. Helena

Phone Number _____ Email Address _____

Comments _____

979

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20698663

Name William Scott

Address [redacted] Elmhurst Ave City, State, Zip St Helena, CA 94574

Phone Number _____ Email Address _____

Comments This project adds more congestion to an already crowded area. Build housing on the QA property on Route 29.

1782

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20732847

Name HANNAH & RON NUNN

Address [redacted] ST JAMES DRIVE City, State, Zip ST. HELENA, CA

Phone Number [redacted] Email Address [redacted]

Comments WE DO NOT HAVE ALL THE DETAILS OF THIS PLAN - BUT WOULD HOPE THE CIA WILL MAKE EVERY EFFORT TO LOCATE STUDENT HOUSING ON THE MAIN STREET PROPERTY - ENTIRELY. BIG HELP ON TRAFFIC - AND DIRECTION OF A REAL CAMPUS! THANKS FOR CONTACTING S.H RESIDENTS.

1448

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Patricia Zanzonico

Authorized Signature

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- ☐ I am undecided, but would like more information
- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20705569

Name Gerard & Patricia Zanzonico

Address [redacted] Hillview Place City, State, Zip St. Helena, CA 94574

Phone Number _____ Email Address [redacted]

Comments _____

2125

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Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20727778

against your request

Name Connie Wilson

Address [redacted] Scott Street City, State, Zip St. Helena, CA 94574

Phone Number Email Address

Comments Businesses should not encroach into our neighborhoods and destroy the quality of life. You need to expand on site, not IN our neighborhoods.

1736

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA24582707

Name

Address 5th Citizen City, State, Zip

Phone Number Email Address

Comments St. Helena is already too overgrown! It's time to quit expanding everything. The monstrosity hotel put in next to Greystone is definitely a good reason to halt all expansion in S.H.

1458

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Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20699860

Name

Address City, State, Zip St. Helena, CA 94574

Phone Number Email Address

Comments We would like to support this proposal but have lost faith in the City's review process after witnessing the Las Alcobas project - completely out of sinc and scale with the town, and to the utmost detriment of every local homeowner w/ 360° of that project. And now it will even hurt your endeavor, sadly.

1815

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20708661

Name Rebecca Cabral & Eric Hansen

Address City, State, Zip

Phone Number Email Address

Comments Adequate parking will not be supplied & the overflow will go onto Pratt. The students will bring their own cars for social activities off campus. Parking was not taken into consideration for the Las Alcobas Hotel, why would it be for this plan. Bad situation for homeowners on Pratt & Park St. A stop light at Main & Pratt - NO

326

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20732205

Name Coy Household (Marilyn)

Address [redacted] Spring Brook Ct City, State, Zip St Helena CA 94574

Phone Number _____ Email Address _____

Comments I am against this expansion. There has been too much of an impact on neighbors on Pratt, Crinella and the highway from CIA & new hotel. Wrong! what they did to block local parking on highway.

479

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Authorized Signature

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- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20723491

Name PAUL BERTOLI

Address PRATT AVE. City, State, Zip

Phone Number [redacted] Email Address

Comments PRATT PROPERTY HAS ALREADY BEEN DEVELOPED! CURRENT PLAN PUTS STUDENTS IN DANGER, SAFETY ISSUES OUTSIDE URBAN LIMIT LINE. BE RESPONSIBLE! RESPECT THIS CITY, RESPECT LAND OWNERS, AND AG. LAND. REDUCE ENROLLMENT RAISE TUITION

184

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA25245630

Name ROBERT LIEBER

Address [redacted] STARR AVE City, State, Zip ST HELENA, CA 94574

Phone Number Email Address [redacted]

Comments ANY FURTHER BUILDING WILL BE A DISASTER. TRAFFIC & PARKING IS ALREADY OVER-SATURATED; THE PLAN HAS TERRIBLY INADEQUATE MITIGATION, IMHO.

1171

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☑ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☑ I will write a letter to the editor and/or letter to the City Council opposing the project.

LALCA20741411

Name Michele Barberi

Address [redacted] City, State, Zip St Helena CA 94574

Phone Number [redacted] Email Address

Comments Stay on your campus! NO building in Ag!!

1006

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20694499

Name Schlanger

Address [redacted] Cinella Dr City, State, Zip St Helena Ca 94574

Phone Number [redacted] Email Address

Comments

1) Where is the parking designated? It appears the parking lot is now a bldg site. Where are those cars to park
2) Upgrade the sewer system 3) Concern that Park St becomes is a major priority for our area. the constant thoroughfare

1702

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☑ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☑ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council against your project

LALCA20745903

Name Anthony Michele

Address [redacted] Cornella Dr.

City, State, Zip

Phone Number

Email Address

Comments Build on the Graystone campus like you said you would in 1992

1343

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

Please select one of the following:

- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☐ I will attend a public hearing
- ☒ I will write a letter to the editor and/or letter to the City Council

LALCA20692318

Name J Hoppe

Address [redacted] Christine Ct

City, State, Zip St Helena, CA 94574

Phone Number

Email Address [redacted]

Comments How will we know that our "No" vote is counted when this is going directly back to the CIA!

978

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Authorized Signature

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- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☑ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☑ I will attend a public hearing
- ☑ I will write a letter to the editor and/or letter to the City Council

LALCA20714419

Name MATT WILSON

Address [redacted] MAIN ST City, State, Zip 94574

Phone Number [redacted] Email Address [redacted]

Comments THERE'S ALREADY TOO MUCH TRAFFIC ON PRATT. USE YOUR OWN CAMPUS TO HOUSE STUDENT, OR MAKE IT TO SOMEWHERE ELSE.

2091

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

NO!

Authorized Signature

Please select one of the following:
- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☑ I oppose the CIA's Master Plan proposal

Select all that apply:
- ☐ I will attend a public hearing
- ☑ I will write a letter to the editor and/or letter to the City Council

LALCA400195375

Name 40 year St. Helena Resident in protest to your boondoggle

Address [redacted] City, State, Zip St. H.

Phone Number [redacted] Email Address [redacted]

Comments Keep your promises when Ferdinand Metz came to town in 1992. Develop the campus, whether convenient or not and keep your high-density development out of Ag. Build the bike path any way to service the Adolescent Home you replaced.

1005

☐ YES, The Culinary Institute of America may use my name publicly as a supporter of their Master Plan proposal!

Priscilla Dell

Authorized Signature

Please select one of the following:

- ☐ I support the CIA's Master Plan proposal
- ☐ I am undecided, but would like more information
- ☒ I oppose the CIA's Master Plan proposal

Select all that apply:

- ☒ I will attend a public hearing
- ☐ I will write a letter to the editor and/or letter to the City Council

LALCA20727206

Name Priscilla DELL

Address [redacted] San Juan Court City, State, Zip St Helena, CA, 94574

Phone Number [redacted] Email Address [redacted]

Comments You have heard my comments at Planning Commission and will likely hear them again at City Council meeting.

569

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **New Business**

Subject: **Discussion and possible direction regarding Boards, Commissions and Committees appointment process**

CEQA Determination: **Not a CEQA project**

Prepared By: Cindy Black

Cindy Black, City Clerk

Reviewed By:

Approved By: Larry J. Pennell

Larry Pennell, City Manager

BACKGROUND

At the March 28, 2017 City Council meeting, it was the consensus of the majority of the City Council to direct staff to return to the Council with an overview of different city's processes regarding the appointment to boards, commissions and committees.

DISCUSSION

The City Council adopted protocols for the appointment of persons to boards, commissions and committees on July 8, 2014. The protocols (attached hereto as Attachment 1) provide the following:

As required by State law, the Mayor shall nominate committee members from the pool of applicants, and they will be appointed only after a majority vote approval by the City Council. Applicants may choose to attend the City Council meeting and make a statement in support of their application before the Council votes on the appointment.

The California Government Code also regulates the appointment of persons to boards, commissions and committees.

Government Code Section 40605 provides:

Appointment by mayor.

Pursuant to California Government Code Section 40605, the mayor, with approval of the city council, shall make all appointments to city commissions, committees and boards. If an appointee resigns or is otherwise removed from office prior to the expiration of term, the mayor shall again have the right to make the appointment.

The mayor shall not appoint and the city council shall not consider the appointment of any person to any city board, committee, or commission unless such person has first submitted an application for the position and/or has timely complied with all procedural requirements established for placing oneself into consideration for the position.

The City Council adopted rules of procedure for the conduct of council meetings and re-establishing such rules on May 14, 2013 (Attachment 2). It is noted under section 23:

23. Appointments to Committees and Boards.
Applicants for Commission, Committees and Board shall be interviewed by the City Council, The Mayor shall make appointments to Commissions, Committees and Boards subject to City Council approval.

I reached out to other cities and received 29 responses on their procedures. These responses showed the following procedures:

1. The majority of the responses received align with the process of the elected or appointed Mayor making the nomination and the appointment is duly appointed only after a majority vote by the City Council.
2. Council ballot votes with tallies read aloud including who voted.
3. A two member Mayor/councilmember nominating committee interviews and recommends the appointment to the City Council.
4. City Council liaisons and the commission/committee Chair reviews all applications and also interviews the applicants. The interview panel makes a recommendation to the city council and appointed by the majority of the city council.
5. At a regular or special meeting interviews of all applicants take place and subsequently a discussion and appointments are made.

FISCAL IMPACT
There is no fiscal impact.

RECOMMENDED ACTION
Discussion and possible direction to staff.

ATTACHMENTS
Attachment 1 - Resolution 2014-45

Attachment 2 - Resolution 2013-26

CITY OF ST. HELENA

RESOLUTION NO. 2014-45

APPROVING THE CITY OF ST. HELENA PROTOCOL FOR COMMITTEES, COMMISSIONS AND BOARDS AND RELATED DOCUMENTS

WHEREAS, the City Council has a created a number of committees, boards and commissions, including the Planning Commission, the Parks and Recreation Commission, the Library Board of Trustees, the Tree Committee, the Sustainability Committee, the Multicultural Committee, the Active Transportation Committee, and the Water Board; and

WHEREAS, the City's committees, commissions and boards provide a valuable service to the community and the City Council relies on these entities to provide information, advice, recommendations and decisions related to their area of expertise and authority; and

WHEREAS, the City Council desires to standardize committee structure and operating procedures and provide necessary guidance in order to ensure these committees, commissions and boards are efficient and effective and serve in the best interests of the community; and

WHEREAS, at its regular meetings of November 27, 2012, January 23, 2013, July 23, 2013, and June 10, 2014, the City Council discussed a draft City of St. Helena Protocol for Committees, Commissions and Boards, and received public testimony on the draft Protocol.

NOW, THEREFORE, BE IT RESOLVED that the St. Helena City Council adopts the St. Helena Protocol for Committees, Commissions and Boards and related Meeting Ground Rules, Committee Standards of Conduct, Agenda format and Minutes format, as set forth in Exhibit A.

PASSED, APPROVED and **ADOPTED** at a regular meeting of the City Council of the City of St. Helena held on the 8th of July, 2014 by the following vote:

AYES:	Councilmember: White, Sculatti and Mayor Nevero
NOES:	None
ABSENT:	Councilmember: Crull and Pitts
ABSTAIN:	None

APPROVED: ATTEST:

Ann Nevero
Mayor

Cindy Black
Interim City Clerk

CITY OF ST. HELENA Incorporated March 21, 1878 Re-Incorporated May 14, 1883 STATE OF CALIFORNIA

City of St. Helena Protocol

for

Committees, Commissions and Boards (CCB)

St. Helena Committees, Commissions and Boards (CCB) function under the direction of the City Council on behalf of the City and its residents. The Council establishes committees by ordinance or resolution defining the role, purpose and membership. While each one functions specific to its purpose, all must follow the same overriding principles which are herein defined.

This protocol is intended to provide general guidance, and is not intended to supersede or conflict with any provision of State law, the St. Helena Municipal Code or other ordinance adopted by the City Council, which in the event of any conflict shall control.

ROLE AND PURPOSE

The City Council determines a committee's role and purpose at the time it is created, which should be defined clearly enough to easily communicate the purpose of the committee to the general public.

Committees may be 1) on-going standing committees, or 2) established for a specific purpose with an expected end date. Roles and purpose may be general or specific, but all will have a clearly defined goal, task or product.

Recommended changes in the role or purpose of a committee must be brought to the City Council to clarify how the proposed changes will provide improved or additional benefit.

MEMBERSHIP AND COMMITTEE STRUCTURE

The City Council defines the membership size by resolution or ordinance when establishing a committee. A committee consists of a minimum of five and a maximum of seven members, except the Planning Commission which consists only of five regular members. The Council may appoint up to two alternate members to serve on a committee in order to ensure a quorum can be reached if members cannot attend. City Council members and staff shall not sit as members on any committees. However,

the City Council may, in its discretion, appoint two Council members in the composition of a City Council subcommittee for a specific purpose.

As required by State law, the Mayor shall nominate committee members from the pool of applicants, and they will be appointed only after a majority vote approval by the City Council. Applicants may choose to attend the City Council meeting and make a statement in support of their application before the Council votes on the appointment.

Residency. Committee members must reside within the St. Helena City limits. The Council may approve an exception to this rule on a case-by-case basis. All five Planning Commissioners must live within the St. Helena City limits.

Member Terms. Committee members will serve two years from the date of appointment, except Planning Commissioners who will serve four years. Non-standing committee membership will be based upon the timing of the specific project. In establishing a new committee, or when reducing existing terms from three years to two when those terms come up for reappointment, the Council may initially impose staggered terms consisting of one and two year terms.

Removal of a member may occur for reasons such as, but not limited to, excessive absences, Brown Act violations, and conduct violations. Recommendations to the City Council for removal may be made by a committee member, member of the public, staff member, or City Councilmember. Notwithstanding the foregoing, the City Council may in its discretion at any time vote to remove a member of any committee for any reason or none, with or without cause.

Committee Officers. Annually, a committee will select a chairperson and vice chairperson. No member may serve more than two consecutive years as chair, unless unanimously agreed upon by the Committee in a sealed vote and approved by the City Council.

The chairperson runs the meeting in accordance with the agenda. The vice chairperson has the same powers and duties of the chair if the chair is absent or unable to act. If both the chair and vice-chair are absent or unable to act, the committee selects by motion and majority vote one member as acting chair for the duration of the meeting or absence.

Subcommittees. The committee may in its discretion appoint members to subcommittees for the purpose of researching specific issues, conducting community outreach, and/or formulating recommendations to the committee, and may also engage experts or other persons (who will not be considered as members). Subcommittee membership will be less than a majority of the total membership of the committee. Prior to creating a subcommittee, the committee will consult with staff to determine whether the subcommittee is subject to the Brown Act, in which case formation of the subcommittee will be subject to Council approval.

Bylaws. Committees may adopt bylaws governing their work that are consistent with this protocol and other City laws. Proposed bylaws must be reviewed by staff and approved by the City Council.

MEETING ADMINISTRATION

- Committees should meet at a regular interval (day and time) and location to facilitate public attendance and to provide an accessible forum for the public to attend.
- Committees and committee members shall conduct themselves in accordance with the requirements of State law and the Municipal Code.
- Meetings must be noticed to the public at least 72 hours prior to regular meetings, and 24 hours prior to special meetings, as required by the Brown Act.
- All meeting notices must be posted outside St. Helena City Hall and on the City website.
- Agendas must adhere to the form provided by the City to ensure consistency and clarity.
- Meeting minutes will be recorded using the City template and submitted for approval at the next committee meeting. Once approved, the minutes are submitted to the City Clerk for official record.

Quorum and Voting. A quorum is required to hold a meeting. A quorum is defined as the majority of the number of members, not counting alternates, which officially comprise a committee. Absences and vacancies do not change the quorum number. For example, if a committee is established with five members, the quorum is three members. If there are two vacancies on the committee, the quorum is still three members.

If a committee meets but does not have a quorum, either through lack of a quorum at the start of the meeting or due to members leaving the meeting, the committee may not conduct its regular business. In these instances, the committee may only act to adjourn to the next meeting date, recess, or take measures to obtain a quorum.

A majority vote is required to approve any action by the committee, unless otherwise required by law.

Alternate Members. Alternate members may vote only upon one of the following conditions:

1. Absence of one or more of the regular members of the committee; or
2. Disqualification of a regular member of the committee due to an expressed conflict of interest.

If more than one alternate member is present and only one vote is available, the alternate members will toss a coin to determine who may vote.

City Staff Liaison. The City Manager will designate a staff liaison to each committee. The liaison will be available to attend committee meetings at the request of the committee chair and with advance notice. The staff liaison's role is to assist the committee in understanding City functions and requirements, such as state regulations, Municipal Code requirements, and conflict of interest and Brown Act requirements. The staff liaison ensures the continued flow of information regarding the City's efforts and progress on work that pertains to the committee's topic area. The staff liaison will collect and file committee records and minutes.

CITY COUNCIL REPORTS

The chairperson or committee designee will appear at a City Council meeting at least once per quarter to report on the committee's activities and projects and to provide updates to the Council and community. The City Council will provide input and direction at that time. Committee chairpersons or designated committee members are encouraged to appear before the Council whenever they feel it is necessary to obtain Council direction or share information.

PROFESSIONALISM AND MEETING BEHAVIOR

As official representatives of the City of St. Helena, committee members are expected to conduct their duties in keeping with the St. Helena Committee Standards of Conduct and to maintain the highest level of professionalism during their tenure. Committees conduct City-sanctioned work for the benefit of all St. Helena residents.

All St. Helena committee meetings will be conducted in an open, fair and professional manner. Committees must ensure a welcoming atmosphere for all participants. St. Helena Meeting Ground Rules must be posted at each meeting, and adhered to, in order to ensure meetings are efficient, productive and respectful.

Committees are formed to improve understanding, ideas, processes or outcomes, and by definition that means individuals will have, and should have, different, and perhaps controversial, opinions. Open, honest dialogue is the goal, and is not to be viewed as a problem. Discussion of topics, not discussion of individuals, should be the focus of committee members both inside and outside the meetings. Committee members represent the City of St. Helena, and therefore may not negatively discuss members or public participants outside meetings. Members can request staff assistance, either during or after the meeting, with unruly or disruptive participants. No committee member should tolerate abuse toward other participants, members or themselves.

THE BROWN ACT AND CONFLICT OF INTEREST RULES

The Brown Act

Members of St. Helena committees are required to function under the Brown Act. Committees should have a clear understanding of Brown Act rules. The City will provide committees with Brown Act training materials, which must be reviewed by all members. Committee chairs can request specific information from City staff regarding Brown Act questions.

In general, the Brown Act requires all meetings of a legislative body of a local government, including all committees established by the St. Helena City Council, to be open and public. In some instances these requirements will apply to subcommittees.

- All meetings must be properly noticed and discussion items properly agendized.
- A "meeting" means any gathering of a majority of the members of a committee to hear, discuss or deliberate on any matter within the committee's jurisdiction.
- Communication outside a meeting by members is restricted by the Brown Act if that communication results in:
    - A "serial" meeting involving a majority of the committee members. A serial meeting may occur if a member communicates to one member, who then communicates to another member, until a majority of members have become involved in the communication.
    - a "spoke and wheel" meeting where a member separately communicates to a majority of members.
- In order to avoid unintended "meetings" involving a quorum,, committee members should generally submit their comments to staff, and should not engage in "reply all" emails or emails or other communications involving a majority of the committee.

Violations of the Brown Act are serious, and can jeopardize the validity of committee decisions. Violations that are willful can carry criminal penalties.

Conflicts of Interest/Due Process

In addition to the Brown Act, State laws, such as the Political Reform Act ("PRA"), impose certain conflict of interest rules on City committee members. For example, the PRA requires members to make certain financial disclosures and prohibits members' participation in decisions affecting members' financial interests.

As with the Brown Act, the City will provide committees with conflict of interest training materials, which must be reviewed by all members. Committee chairs can request specific information from City staff regarding conflict questions.

Conflicts may exist where a member lives in close proximity to a project site or other place affected by the committee's decision, or where a committee member's personal financial interests or the financial interests of a member's business, family or source of income may be affected by the decision to be made by the committee. In such instances, the member may be prohibited from participating in the decision.

Conflict of interest rules are complex. Moreover, as with the Brown Act, violations of the PRA are serious, and can jeopardize the validity of committee decisions. Violations can result in substantial fines and criminal penalties.

Committee members may receive assistance on questions from the State Fair Political Practices Commission ("FPPC"), which is the agency that is responsible for the implementation and enforcement of the PRA. In addition, Committee chairs may ask staff for assistance. Because conflict questions are often complex and fact-intensive, committee members are urged to attempt to identify potential conflict issues well in advance of meetings at which the decision is to be made.

Finally, in addition to conflict of interest rules involving financial interests under the PRA, some committee decisions on matters that require committees to act as "judges," as for example when the Planning Commission acts on subdivision map applications or use permits, variances and/or design review, fair hearing and due process requirements apply. Those requirements may preclude members from participating in decisions where the member is "personally embroiled" in the decision at stake, and also may require members to disclose information received outside of a public hearing so that stakeholders may also hear and respond to such information.

As with conflict and Brown Act requirements, committee chairs may seek assistance from staff with respect to fair hearing/due process issues, and members are urged to attempt to identify and disclose such issues well in advance of the public hearing.

City of St. Helena

Meeting Ground Rules

1. Start on time
2. Everyone come prepared
3. If you called the meeting, run it well
4. If you are at the meeting, participate
5. Stay on topic
6. One person speaks at a time
7. Be open and honest
8. Actively listen – no side conversations, texting or cellphone use
9. No negative body language or personal attacks
10. End on time

[COMMITTEE NAME]

AGENDA - REGULAR MEETING
[MEETING ADDRESS]
[MEETING DATE AND TIME]

1) **ROLL CALL**: [LIST MEMBERS, COUNCIL LIAISON, AND STAFF LIAISON]

2) **APPROVAL OF MINUTES**: [Date of minutes]

3) **PUBLIC FORUM**: An opportunity for the public to directly address the [Committee] on items of interest to the public that are not listed on the agenda. Any person addressing the [Committee] should provide his or her name and address, and limit comments to five minutes. Because of restrictions imposed by the Brown Act, the [Committee] may not engage in substantive discussion, nor take action on matters not described on the agenda.

4) **SCHEDULED MATTERS:**

   [List each item of business to be transacted or discussed at the meeting, with a brief description generally not exceeding 20 words and an approximate time allocated for the item.]

5) **REPORTS AND ANNOUNCEMENTS BY MEMBERS AND STAFF**: Reports by staff and/or [Committee] members on items of general interest. Brief questions for clarification may be posed and answered, and [Committee] members may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the [Committee].

   [List with approximate time allocated for each item]

6) **DISCUSSION OF ITEMS TO BE PLACED ON THE NEXT MEETING AGENDA**

7) **ADJOURNMENT**

The next regularly scheduled [Committee] meeting will be held on [Date]. This agenda was posted at City Hall, 1480 Main Street, and at [location where meeting will be held] on [Date].

_____

Cindy Black, Interim City Clerk

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

MINUTES OF THE REGULAR MEETING OF THE
[COMMITTEE NAME]
[Meeting Location]
[Meeting date and time the meeting was called to order]

2) **ROLL CALL**:

PRESENT: [List members, Council liaison, and staff liaison. Guests and staff scheduled to give reports or presentations may also be listed. Do not list members of the public in attendance.]

ABSENT: [List members, Council liaison, and staff liaison]

3) **APPROVAL OF MINUTES**: M/S: [Moved/Seconded: Name/Name]. Ayes: ["All" or individual names]. Noes: ["None" or Names]. Abstain: ["None" or Names].

4) **[LIST ALL AGENDA ITEMS** and, if a vote was taken, indicate M/S, Ayes, Noes, and Abstain. Although not required, the minutes may briefly discuss major points of the discussion, report or presentation. If there was no discussion of the agenda item, state so. For example:

A. **Election of Officers:** Susan Smith was elected Chairperson and John Davis was elected Vice Chairperson. M/S: Stuart/Price. Ayes: All. Noes: None. Abstain: None.

B. **Green Building Regulations:** The group reviewed the subcommittee's research on green building regulations and agreed to make a presentation to the City Council and seek direction from the Council on potential new regulations the Council may wish to adopt. The staff liaison will request an agenda item be placed on the City Council's agenda in January. M/S: Gonzales/Moore. Ayes: All. Noes: None. Abstain: None.

C. **Plastic Bag Ban.** This item was not discussed.]

5) **ADJOURNMENT:** The meeting was adjourned at [Time].

The next regularly scheduled [Committee] meeting will be held on [Date, location and time].

SUBMITTED BY:

Committee Standards of Conduct

Appointment to a City of St. Helena committee provides a unique opportunity for service to the community and leadership in the community. These positions carry an obligation of ethical conduct and personal integrity that will foster public respect, confidence and trust.

The Standards of Conduct are adopted to provide guidance to committee members to assist in fully understanding the role and responsibility of the position.

Responsibilities of Committee Service

In carrying out the responsibilities, committee members shall:

A. Perform their responsibilities in a manner that is efficient, courteous, responsive and impartial, providing fair and uniform treatment of all person and issues;
B. Seek the overall public good in all decisions;
C. Foster effective, courteous and cooperative working relations with fellow members of the committee, the City Council, City staff, and the public;
D. Serve as a communicator between the community and the City Council and City staff, and facilitate expression of citizen views;
E. Abide by all applicable Conflict of Interest laws, policies and regulations; Disclose possible conflicts of interest and not participate in any official decision which could materially affect the member's financial or personal interest, nor attempt to influence the vote on any such manner;
F. Avoid any action which could be construed by an objective person to create the appearance of using public office for personal gain, including use of City stationery or other City resources to obtain or promote personal business, giving preferential treatment to any person or group, or impeding governmental responsiveness or efficiency;
G. Identify personal opinions and recommendations, avoiding any implication that they are those of the committee unless such position has been duly voted; and
H. Refuse gifts, service or any promise of future benefit that could be construed to compromise independence of judgment or action as a public official.

Committee Behavioral Norms

A. Committee members are encouraged to share their opinions throughout the deliberative process including the rationale that led to their position.
B. The committee will allow sufficient time during meetings so members do not feel rushed and have time to digest what is said and form their own opinion.
C. Committee members will listen respectfully to each other and the public, and will respond to comments respectfully, avoiding verbal attacks.
D. The committee will stay positive and productive even when members disagree, demonstrating leadership characteristics appropriate for appointed leaders of the community.
E. All members will be given an equal opportunity to speak up and discuss the issues.

F. Committee members will refrain from negative body language in response to comments by committee members or the public.
G. The Chairperson will start the discussion with a different committee member for each agenda item.
H. When committee action is contemplated, the Chairperson will ensure that all committee members have had a chance to ask questions and make comments prior to entertaining any motion.
I. Any committee member who notices disruptive behavior may call "Points of Order" and the Chairperson will address the behavior.

Committee/Staff Relationships and Conduct

A. Committee members shall recognize that the primary functions of staff liaisons are to execute actions taken by the committee and keep the committee informed.
B. Each committee member must recognize that only the full committee has power to accept, reject, amend, influence, or otherwise guide and direct staff actions, decisions, recommendations, workloads and schedules, departmental priorities, and the official conduct of City business. Individual committee members shall make no attempt to pressure or influence staff decisions, recommendations, workloads and schedules, and departmental priorities without the prior knowledge and approval of the committee as a whole.
C. Individual committee members shall not intrude into functions which are the responsibility of staff including, but not limited to, staff decision-making, staff recommendations, work schedules, and other day to day management/administrative operations.
D. Staff is obligated to take guidance and direction only from the committee as a whole or from the appropriate management superiors as may be the case. Staff is directed to reject any attempts by individual committee members to unduly influence or otherwise pressure them into making, changing or otherwise suppressing staff decisions or recommendations, or changing departmental work schedules and priorities. Staff shall report such attempts to influence them in confidence to their management superiors, who may inform the committee as a whole of such attempts.
E. Committee members shall make every effort to avoid surprising the staff during public meetings. If there is an issue or a question a committee member has on an agenda item or a matter the committee member intends to bring up at the meeting, that member should contact staff prior to the meeting to alert them to the issue and state the question or concern.
F. Requests by committee members for information or assistance shall be responded to provided that, in the judgment of their management superior, such requests are not of a magnitude, either in terms of workload or policy, which would require that it more appropriately be assigned to staff through the collective direction of the committee. In terms of making the judgment, the following guidelines shall be considered: 1) the request should be specific and limited in scope so that staff can respond without altering other priorities and with only minimal delay to other assignments; 2) the request should only impose a "one time" rather than on-going work requirement; and 3) the response to the request should not require more than one staff person working on the issue in excess of one to two hours.
G. When staff response to a committee member's request involves written material which may be of interest to other committee members, the staff liaison will provide copies to all committee members. In deciding items of interest, the staff liaison will consider whether the information is significant, new or otherwise not available to the committee.

CITY OF ST. HELENA

RESOLUTION NO. 2013-26

RESCINDING RESOLUTION NO. 2011-17 ADOPTING RULES OF PROCEDURE FOR THE CONDUCT OF COUNCIL MEETINGS AND RE-ESTABLISHING SUCH RULES

Section 1. Resolution No. 2009-5 is hereby rescinded.

Section 2. Rules of Procedure for the conduct of Council Meetings are adopted as follows:

1. Regular Meeting

The Council shall hold a Regular Meeting on the second and fourth Tuesday of each month, except that the Council may by motion at a Regular Meeting and with adequate public notice, either cancel that meeting or reschedule it to some other date.

Regular Meetings shall be held at the Vintage Hall Board Room, 465 Main Street, St. Helena, and shall begin at 6:00 p.m. If it is necessary to hold a Closed Session prior to the start of a Regular Meeting, the Closed Session may begin earlier than the normal starting time to allow the Regular Meeting to begin at 6:00 p.m. The Closed Session shall begin in an open meeting and the Council shall adjourn to Closed Session.

2. Special, Emergency, and Adjourned Meetings

(a) **Special Meetings**. The Mayor or the Vice Mayor in the Mayor's absence or a majority of the members of the Council may at any time call a Special Meeting. At least twenty-four hours before a Special Meeting, written notice of the meeting stating its time and place and the subjects to be considered shall be (a) delivered to the Mayor and each Councilmember personally or by any other means; (b) posted on the Council's principal bulletin board; and (c) delivered to each person, newspaper, wire service, and radio or television station who has filed a written request for notice with the City Clerk. Only those items of business specified in the notice may be considered at a Special Meeting called in this manner. The written notice may be dispensed with as to any member who, at or prior to the time of the meeting convenes, files with the City Clerk a written waiver of notice or who is actually present at the meting at the time it convenes.

(b) **Emergency Meeting.** The Council may hold an Emergency Meeting in emergency situations as set forth in the State Law.

(c) **Adjourned Meeting**. A properly called Regular, Special, or Emergency Meeting may be adjourned to a time and place specified. A copy of the notice of adjournment shall be posted as specified on the door of the place where the meeting was held within twenty-four hours after the time of the adjournment. Further notice need not be given of an adjourned session of a properly called Regular, Special, or Emergency Meeting.

3. Regular Meeting Agenda

(a) **Setting and Posting of Agenda.** The agenda of business to come before the Council at a Regular Meeting shall normally be closed as of 12:00 noon on the Wednesday preceding the meeting. Any item of business proposed by any member of the public, Councilmember, or City Staff to be added after the closing time, and prior to the meeting, shall be subject to approval by the City Manager in his or her sole discretion. Under State Law the agenda for a Regular Meeting must be posted at least seventy-two (72) hours prior to the scheduled convening of the Regular Meeting, and no items may be added to the agenda fewer than seventy-two (72) hours prior to the meeting except as may be allowed by State Law.

(b) **Placing Items on the Council Agenda.** The Mayor, any member of the City Council, or Department Head may request that an item be placed on a future agenda provided such request is submitted to the City Clerk by noon of the eighth (8th) day prior to the City Council Meeting. No staff report will be prepared on Mayor and Councilmember requested items, nor will staff time be devoted to the agenda item, until the discussion has occurred and direction provided by the Council. If Council action is contemplated, proposed action shall be included in the staff report.

(c) **Agenda Packet Distribution.** Each Councilmember shall be furnished a copy of the agenda and the package of agenda material by 5:00 p.m., on the Thursday preceding a Regular Meeting, and the agenda and agenda materials shall be available for public inspection and distribution or copying at that time. Any agenda materials not included in the agenda package by 5:00 p.m., that Thursday shall be separately identified, and the Council may by majority vote continue such agenda item until the following meeting to allow for proper study of the materials.

(d) **Order of Agenda.** The business of the Council shall be taken up for consideration in substantially the following order except as may be otherwise ordered:

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Approval of Minutes

E. Reports

F. Public Forum

G. Future Agenda Items

H. Presentations and Public Recognitions

I. Consent Items and Items Removed from Consent

J. Public Hearings

K. Scheduled Items

L. Adjournment

M. Tentative Items for Next Agenda

(e) A copy of the agenda and the package of agenda materials shall be made available for public inspection at City Hall and at the St. Helena Public Library as soon as practicable and in no case later than 10:00 a.m., of the day preceding the meeting.

4. Public Testimony and Comments Before the Council

(a) **Addressing the Council Generally.** Each person addressing the Council may give his or her name and address (optional) in an audible tone of voice for the record. Each person's comments should be limited to three minutes except as provided in section (b) regarding land use Public Hearings. In the further interest of time, speakers may be asked to limit their comments to new materials and not repeat what a prior speaker said. Organized groups may choose a single spokesperson who may speak for the group. Speakers may concede part of their allotted time to another speaker.

(b) **Addressing Council at Land Use Public Hearings.** The applicant at a land use Public Hearing shall be permitted to address the Council for 15 minutes following the staff report. If there is a spokesperson for the opposition, the spokesperson shall be permitted to speak for 15 minutes. All other speakers may be limited to 3 minutes each. Applicant shall be permitted 5 minutes at close of public comments for rebuttal.

(c) **Presentation by Spokesperson.** Whenever any group of persons wishes to address the Council on the same subject matter, it shall be proper for the Mayor to request that a spokesperson be chosen by the group to address the Council, and, in case additional matters are to be presented at the time by any other member of the group, to limit the number of persons so addressing the Council so as to avoid unnecessary repetition before the Council.

(d) **Irrelevant Testimony.** The Mayor shall rule out of order any testimony not relevant to the agenda item then under discussion.

(e) **Protocol.** The purpose of public testimony is for Councilmembers to benefit from the views of the public. Comments from the public should be directed towards the Council. Councilmembers and staff should avoid entering into a dialogue with members of the public who may address the Council. Questions raised by members of the public may be referred to staff.

(f) **Public Comment on Agendized Items.** Members of the public are entitled to speak on any item on the agenda either immediately after the item is called by the Mayor or during a Public Hearing on the subject matter opened by the Mayor. Each person is entitled to speak on any agenda item only once at any meeting, and the right to speak at the appropriate time waives any further right to address the Council on that item at that meeting. Participation in debate on any item before the Council shall be limited to members of the Council, although Councilmembers may ask members of the public for additional information.

(g) **Public Comment on Non-Agendized Items.** Members of the public are entitled to speak on matters of municipal concern not on the agenda, during consideration of that portion of the meeting agenda entitled "Public Comments" when that item is called by the Mayor. 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 may take place unless and until the matter properly appears on the agenda.

5. Roll Call and Voice Votes

A roll call vote shall be taken on the approval of minutes, the introduction of ordinances, and the adoption of ordinances, resolutions, and orders for the payment of money. Roll call votes shall be entered in the minutes of the Council showing those members voting yes, those voting no, and those abstaining or absent.

Any other motion may be passed by voice vote; provided; however, that any Councilmember may request a roll call vote on any items to be voted on.

6. Consent Items

Those items on the Agenda considered routine by the City Manager shall be grouped together under "Consent Items" and the recommended actions approved by a single vote of the Council. At the request of any Councilmember or any other person, a Consent Item shall be considered separately following approval of the remaining "Consent Items." Items approved under the heading "Consent Items" will appear in the Council minutes in their proper form, as if approved item by item.

7. Reports

Under the agenda heading, "Reports" the City Manager, other City Staff, and Councilmembers may make reports on matters not on the agenda. Also at this time, Councilmembers or City Staff may identify issues or agenda items that need to be addressed by the City Attorney during the meeting, and may propose future agenda items.

8. Closing Time of Council Meetings

Council meetings shall adjourn at 10:00 p.m. However, the Council may by majority vote extend the meeting up to an additional thirty minutes (10:30 p.m.) if the Council deems such extension necessary. A unanimous Council vote shall be required to extend the meeting past 10:30 p.m. and further extensions shall require a unanimous vote every one half hour. Otherwise, the meeting shall be adjourned to another day acceptable to the Council, or unfinished business may be continued to the next regular meeting.

9. Matters Considered

The Council shall not consider any resolution, motion, or matter which does not affect the conduct of the business of the City of St. Helena or its corporate powers or duties as a municipal corporation nor shall the Council consider any resolution or motion supporting or disapproving any legislation or action pending in the Legislature of the State of California, the Congress of the United States or before any officer or agency of the State or Nation unless such proposed legislation or action, if adopted, will affect the conduct of the municipal business or the powers and duties of the City of St. Helena or its officers or employees as such.

10. Office of the Mayor

The Mayor shall preside at meetings of the Council, shall be entitled to vote on all matters, and shall be considered a Councilmember for all purposes, including the determination of whether a quorum is present. The Mayor will recognize members that wish to speak.

The Mayor shall have the following powers:

(a) To rule motions in or out of order, including any motion patently offered for obstructive or dilatory purposes;

(b) To enforce the Council's rules regarding public testimony and to determine whether a speaker has gone beyond reasonable standards of courtesy in his or her remarks and to entertain and rule on objections from other members on this ground;

(c) To ensure that the public has reasonable opportunity to be heard;

(d) To entertain and answer questions of parliamentary law or procedure;

(e) To call a brief recess at any time;

(f) To adjourn in an emergency.

11. Office of Mayor Pro Tempore (Vice Mayor)

A Councilmember who serves as Mayor pro tempore shall be entitled to vote on all matters and shall be considered a Councilmember for all purposes, including the determination of whether a quorum is present. In the mayor's absence, the Mayor pro tempore shall have the Mayor's powers and duties. If the Mayor should become physically or mentally unable to perform the duties of his or her office, the other Councilmembers may by unanimous vote declare the Mayor is incapacitated and confer any of the Mayor's powers and duties to the Mayor pro tempore.

When the Mayor declares that he or she is no longer incapacitated, and a majority of the Council concurs, the Mayor shall resume the exercise of his or her powers and duties. If both the Mayor and the Mayor pro tempore are absent from a meeting, the Council may elect from among its members a temporary chair to preside at the meeting.

12. Action by the Council

Action by the Council shall be by motions made and voted upon. A motion shall require a second. The Mayor and any other Councilmember may make or second a motion. A substantive motion is out of order while another substantive motion is pending.

13. Adoption by Majority Vote

A motion shall be adopted by a majority of the votes cast, a quorum being present, unless otherwise required by these rules or the laws of California. Resolutions, orders for the payment of money, and all ordinances require at least three votes for passage.

14. Debate

The City Council shall address an agenda item as follow:

(a) Staff shall introduce the agenda item and present the staff report.

(b) City Council shall ask questions of staff.

(c) The Mayor will invite public comment on the item.

(d) Having received all public testimony, the Council will deliberate on the matter.

(e) If appropriate, the Mayor will entertain a motion.

(f) If a motion has received a second, the Mayor shall state the motion and open the floor to debate on it.

(g) The Mayor shall preside over the debate according to the following general principles:

(i) The maker of the motion is entitled to speak first;

(ii) A person who has not spoken on the issue shall be recognized before someone who has already spoken;

(iii) To the extent possible, the debate shall alternate between opponents and proponents of the measure.

15. Ratification of Actions

To the extent permitted by law, the Council may ratify actions taken on its behalf but without its prior approval. A motion to ratify is a substantive motion.

16. Procedural Motions

In addition to substantive proposals, the following procedural motions, and no others, shall be in order. Unless otherwise noted, each motion is debatable, may be amended, and requires a majority of the votes cast, a quorum being present, for adoption.

(1) To Adjourn. The motion may be made only at the conclusion of action of a pending substantive matter; it cannot interrupt deliberation of a pending matter.

(2) To Take a Brief Recess.

(3) Call to Follow the Agenda. The motion must be made at the first reasonable opportunity, or the right to make it is waived for the out-of-order item in question.

(4) To Suspend the Rules. The motion requires for adoption a vote of a majority of the quorum of the Council. The Council may not suspend provisions of the rules that are state requirements imposed by law on the Council.

(5) To Divide a Complex Motion and Consider It by Paragraph.

(6) To Call the Previous Question. The motion is not in order until every member has had an opportunity to speak once.

(7) To Continue an Item to a Future Meeting Certain.

(8) To Refer to Staff for Action.

(9) To Amend. An amendment to a motion must be pertinent to the subject matter of the motion. An amendment is improper if the amended motion has the same effect as rejection of the original motion. A motion may be amended, and that amendment may be amended, but no further amendments may be made until the last amendment is disposed of by a vote.

(10) To Reconsider. The motion must be made by a member who voted with the prevailing side, and only at the meeting during which the original vote was taken, including any continuation of that meeting through adjournment to a time and place certain, or at the next Regular Meeting unless intervening actions taken based on the original action make such reconsideration impracticable. The motion cannot interrupt deliberation on a pending matter, but is in order at any time before final adjournment of the meeting.

(11) To Rescind or Repeal a Previous Action. A motion to rescind or repeal a previous action is not in order if the rescission or repeal is forbidden by law or made inappropriate by virtue of actions taken in accordance with the previous action.

(12) To call for a Straw Vote. The Mayor, at his discretion, may call for a Straw Vote among members on any item prior to inviting public testimony or Council comment.

17. Withdrawal of Motion

A motion may be withdrawn by the introducer at any time before a vote, with or without the consent of any "seconder" of the motion. However, any other Councilmember may ask to be considered the introducer of the motion and, if again seconded, debate may continue without further interruption.

18. Duty to Vote

Every member must vote on every item unless prevented from doing so by virtue of an actual or potential conflict of interest under applicable State Law. Any member who believes he or she has a conflict or potential conflict of interest must announce such at the initiation of debate or when such conflict or potential conflict becomes apparent, and shall refrain from any part in the debate, deliberations, or voting on that issue, except as allowed by State Law.

19. Introduction and Passage of Ordinance

A proposed ordinance shall be deemed to be introduced on the date the subject matter is first voted on by the Council. The Mayor shall read the title of the ordinance, after which a roll call vote shall be taken to introduce the ordinance. The City Clerk shall then read the ordinance in its entirety unless such reading is waived by a separate motion adopted by unanimous vote of the Councilmembers present. An ordinance, other than an urgency, may not be passed within five (5) days of its introduction or alteration. Corrections of typographical or clerical errors are not alterations.

20. Closed Sessions

(a) The Council may hold Closed Sessions only as provided for by law and according to the provisions herein.

(b) As part of an agenda for any regular or special City Council meeting as appropriate, the City Council, the City Attorney, and relevant staff will discuss and agree upon the need for any future closed sessions, including the legal authority for the closed session and the nature of the matter to be discussed, in adequate detail to meaningfully inform the public while maintaining required confidentiality and any applicable attorney-client privilege. The City Council Agenda shall include a separate item for this purpose. Where the City Manager and City Attorney agree to the urgent nature of a matter to be properly discussed in closed session, the requirement for prior open session discussion shall not apply.

(c) The City Council Agenda for any regular or special Council meeting shall include general information about closed sessions as follows:

> The City Council will convene in Open Session at the stated time, but will then adjourn to any Closed Sessions(s) listed on the agenda. The public is invited to address the Council with comment on any listed Closed Session item immediately prior to Council's adjournment into Closed Session or consistent with any other provisions permitting public comment. The Council will reconvene in Public

Session at 6:00 p.m. At that time, if appropriate and as required under the Brown Act, any actions taken during the preceding Closed Session will be announced. If necessary, the Council may reconvene in Closed Session to continue discussion of listed items following the completion of other business.

(d) The City Council Agenda for any regular or special Council meeting at which the Council will adjourn to closed session shall provide notice of that closed session as provided for under the Brown Act and shall include a narrative description of the legal authority for the closed session and the nature of the matter to be discussed in adequate detail to meaningfully inform the public while maintaining required confidentiality or any applicable attorney-client privilege. Reporting out of closed session shall be consistent with the requirements of Brown Act, and may be of greater detail than required where the disclosure of such detail is not inconsistent with maintaining required confidentiality and any applicable attorney-client privilege.

21. Quorum

A majority of the actual membership of the Council, including the Mayor but excluding vacant seats, shall constitute a quorum. A member who has withdrawn from a meeting without being excused by majority vote of the remaining members present shall be counted as present for purposes of determining whether or not a quorum is present.

22. Public Hearings

Public Hearings shall be scheduled and notice published without any action required by the City Council, excepting that the Council may, if they so desire, scheduled a Public Hearing on an item of interest for a date certain. In order to accommodate members of the public responding to a noticed Public Hearing, such Hearings will, to the extent practicable, begin at 6:00 p.m.

At the time designated for the Public Hearing, or soon after as is practicable, the Mayor shall direct the attention of a report and respond to questions from Councilmembers, after which the Mayor shall formally open the Public Hearing and members of the public shall be allowed to speak in accordance with the rules set forth elsewhere in these Rules of Procedure. When the allotted time expires, or when no one wishes to speak who has not done so, the Mayor shall declare the hearing closed.

Following the close of the Public Hearing, the Council may debate or take action on the matter in accordance with these rules. The Mayor may in his or her discretion allow questions and/or comments from the public after close of Public Hearing.

23. Appointments to Committees and Boards

Applicants for Commission, Committees and Board shall be interviewed by the City Council, The Mayor shall make appointments to Commissions, Committees and Boards subject to City Council approval.

24. Reference to Robert's Rules of Order

To the extent not provided for in these rules, and to the extent it does not conflict with California's Law or with the spirit of these rules, the Council shall refer to the most recent edition of Robert's Rules of Order, Newly Revised, to answer unresolved procedural questions.

Approved at a Regular Meeting of the St. Helena City Council on May 14, 2013, by the following vote:

AYES: Councilmembers Crull, Sculatti, White, Pitts, Mayor Nevero
NOES: None
ABSENT: None

APPROVED:

Ann Nevero
Mayor

ATTEST:

Delia Guijosa
City Clerk

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **New Business**

Subject: **Consideration and proposed approval of a resolution appointing five applicants to the Ad Hoc City Manager Interview Panel Committee**

CEQA Determination: **Not a CEQA project**

Prepared By: Cindy Black

Cindy Black, City Clerk

Reviewed By:

Approved By: Larry J. Pennell

Larry Pennell, City Manager

BACKGROUND

The City Council wishes community involvement in the interview process of hiring the new City Manager.

DISCUSSION

The City Council determined the Ad Hoc City Manager Interview Panel Committee would consist of five community members.

The Ad Hoc City Manager Interview Panel Committee interview meeting(s), process and conclusion details will be provided at a later date.

The City Clerk's office will be accepting Ad Hoc City Manager Interview Panel Committee applications up to 5:00 pm on Monday, May 22, 2017. Current applications received (before publication of the May 23, 2017 City Council agenda packet) will be included in the City Council agenda packet. All other applications received after the

publication will be uploaded to the May 23, 2017 City Council agenda and publically available.

FISCAL IMPACT
There is no fiscal impact.

RECOMMENDED ACTION
Per resolution 2013-26 Council Rules of Procedure appointments shall be made by the Mayor and subject to the City Council approval.

ATTACHMENTS
Ad Hoc City Manager Interview Panel Committee Attachment 2 Appointment Resolution Applicants_Redacted

CITY OF ST. HELENA

RESOLUTION NO. 2017-

APPOINTING FIVE MEMBERS TO THE AD HOC CITY MANAGER INTERVIEW PANEL COMMITTEE

RECITALS

A. The City Council wishes community involvement in the interview process of hiring the new City Manager.
B. The City Council determined the Ad Hoc City Manager Interview Panel Committee would consist of five community members.
C. The City held a recruitment for applicants to apply to the Ad Hoc City Manager Interview Panel Committee.
D. Protocol calls for appointments to be made by the Mayor and approval by the City Council.

RESOLUTION

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

1. The Mayor hereby appoints _____, _____, _____, _____ and _____ to the Ad Hoc City Manager Interview Panel Committee.

Approved at a Regular Meeting of the St. Helena City Council on May 23, 2017, by the following vote:

Mayor Galbraith:

Vice Mayor White:

Councilmember Dohring:

Councilmember Koberstein:

Councilmember Ellsworth:

APPROVED: ATTEST:

_____ _____

Alan Galbraith, Mayor Cindy Black, City Clerk

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:

Ad Hoc City Manager Interview Panel Committee

Name:	Gene Armstead
Home Address:	1800 Main Street, St. Helena
Mailing Address:	PO Box 22, St. Helena
Occupation:	Professional Fiduciary
Business Address:	PO Box 22, St. Helena
Telephone:	(707) 812-4288 (Cell)
E-mail:	gene@armstead.com
Please indicate whether above numbers can be made available to the public upon request:	Yes
Resident of St. Helena?	Yes
If Yes, how long have you lived in St. Helena?	30 years
Current occupation (within last 12 months):	Professional Fiduciary
Business interests in last 12 months:	None
Previous Committee/Commission Experience:	None relevant to this position

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

BA (Psychology); Executive MBA

Professional and/or community service activities:

Member, St. Helena Rotary Club

Chairman of the Board of Rianda House (during construction)

Executive Director, Rianda House (after construction)

Local government related experience:

St. Helena City Administrator 1987 – 1996

Administrative Director of Lincoln, Nebraska, 1980 – 1987

Assistant Chief of Police. Lincoln, Nebraska, 1963 – 1980 (incl. other positions)

General Services Director/Emergency Services Director, Nevada County 2002 - 2003

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

The City Manager has great influence over the City, its residents, and its visitors, including directing the provision of services and managing the City functions of finance, planning, police, and public works. Decisions made by the City Manager have a long-lasting effect on the City, whether good or bad.

I have ample relevant experience in that function including here in St. Helena and would like to help ensure that some past disastrous events aren't repeated, while the best services possible are delivered to the City. As a thirty-year resident and former City Administrator, I have a strong desire for the continued civic health of St. Helena.

Names, addresses, and phone numbers of three individuals familiar with your background:
(Please do not publish personal contact information)

Norman Mitroff

Alan Galbraith

Bonnie Long

[redacted]

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]

Signature of Applicant

5/18/2017

Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

City of St Helena, City Hall
Received
MAY 18 2017
1480 Main St.
St Helena, CA 94574

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:
Ad Hoc City Manager Interview Committee

Name: Barbara (Bobbi) Monnette

Home Address:
644 Mc Corkle Ave., St. Helena, Ca 94574

Mailing Address: Same

Occupation: Retire, P/T Private Practice

Business Address: P.O. Box 261, Rutherford, Ca 94573

Telephone: Home (707) 963-2840 Cell (510) 220-6587 Business (707) 963-2840

E-mail: Matildabologue@yahoo.com

- Please indicate if above numbers can be made available to the public upon request: **Yes** or **No**

Resident of St. Helena? **Yes** or **No** Yes, how long have you lived in St. Helena? 41 yrs

Current occupation (within last 12 months): Private practice psychotherapist, LCSW.

Business interests in last 12 months: NONE

Previous Committee/Commission Experience:
Planning Commission, St Helena, 6/2013 - 7/2017
Napa County Tobacco Advisory Board, ~ 6 yrs.

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

See attached Resumé

Professional and/or community service activities:

Planning Commission, City of St. Helena,
Volunteer Community Liaison/Citizenship Legal Services
Retired member of National United Healthcare Union
member of NASW see attached resume.

Local government related experience:

St. Helena Planning Commission.

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

See attached statement

Names, addresses, and phone numbers of three individuals familiar with your background:

Bill Ryan Mori[redacted]
Kathy Goldiron,
Chuck Vondra,

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted] 5/17/17

Signature of Applicant Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

RESUME
Barbara (Bobbi) Monnette MSW, LCSW
License No. LCS 15571
May 17, 2017

EDUCATION

1988 MSW
CALIFORNIA STATE UNIVERSITY, SACRAMENTO, CALIFORNIA

1965 BA - SOCIOLOGY
UNIVERSITY OF CALIFORNIA, BERKELEY, CALIFORNIA

1960 – HIGH SCHOOL DIPLOMA
SEQUOIA HIGH SCHOOL, REDWOOD CITY, CALIFORNIA

EMPLOYMENT

1994 – PRESENT – PRIVATE PRACTICE: BARBARA MONNETTE COUNSELING SERVICES
P.O. BOX 261
RUTHERFORD, CA
OFFICE: 1807 JEFFERSON ST., NAPA, CA

1994 - 2009 - CLINICAL SOCIAL WORKER
KAISER PERMANENTE CHEMICAL DEPENDENCY SERVICES
800 SERENO DR.
VALLEJO, CALIFORNIA 94589

DUTIES: INCLUDED OUT-PATIENT INDIVIDUAL AND GROUP THERAPY, CASE MANAGEMENT FOR ADULT AND ADOLESCENT CHEMICALLY DEPENDENT AND CO-DEPENDENT MALE AND FEMALE CLIENTS. MY WORK IN THE ADOLESCENT PROGRAM INCLUDED INDIVIDUAL, GROUP, COUPLES, FAMILY, AND MULTI-FAMILY THERAPY.

ADOLESCENT CASE MANAGEMENT INVOLVES ON-GOING INTERACTION WITH JUVENILE PROBATION OFFICERS, SCHOOL PERSONNEL, PEDIATRICIANS, GROUP HOMES, CPS, POLICE OFFICERS, RESIDENTIAL TREATMENT CENTERS, AND REPRESENTATIVES OF OTHER COMMUNITY INSTITUTIONS.

ADULT CASE MANAGEMENT INCLUDES INTERACTION WITH EAP'S, SAP'S, COMPANY OWNERS, MD'S, PROBATION AND PAROLE OFFICERS, POLICE OFFICERS, GROUP HOME AND CLEAN AND SOBER LIVING PERSONNEL, HOSPITAL PERSONNEL, AND RESIDENTIAL TREATMENT CENTERS.

I DEVELOPED AND IMPLEMENTED AN INTEGRATED NICOTINE DEPENDENCY RECOVERY PROGRAM AT KAISER VALLEJO CHEMICAL DEPENDENCY DEPARTMENT. THIS PROGRAM WAS PRESENTED TO CDRP CHIEFS AT TWO REGIONAL MEETINGS IN 1996 AND 1998. I WORKED WITH KAISER VALLEJO AND NAPA HEALTH EDUCATION DEPTS. TO INTEGRATE OUR PROGRAMS IN ORDERTO PROVIDE BETTER SERVICES FOR ADOLESCENTS AND ADULTS INTERESTED IN TREATING THEIR NICOTINE DEPENDENCE

IN 1998 I PARTICCIPATED IN THE DEVELOPMENT OF AN EATING DISORDERS PROGRAM AT KAISER VALLEJO CDRP. THIS PROGRAM EV0LVED INTO A POWERFUL RESOURCE FOR TEENS AND ADULTS IN RECOVERY FOR CHEMICAL DEPENDENCY, AND/OR CO-DEPENDENCY, WHO WERE ALSO EXPERIENCING

COMPULSIVE BEHAVIOR AROUND FOOD INTAKE AS PART OF THEIR ADDICTIVE LIFE-STYLE. THIS PROGRAM OFFERED AN APPROACH TO MANAGE ADDICTIVE EATING BEHAVIORS FROM A RECOVERY PERSPECTIVE. WE INCORPORATED DIALECTICAL BEHAVIORAL TREATMENT (DBT) AND COGNITIVE BHAVIOR TREATMENT (CBT) MODELS INTO THE EDUCATION COMPONENT OF THE PROGRAM.

1989 - 1994 - MENTAL HEALTH THERAPIST AND CASE MANAGER
SOLANO COUNTY MENTAL HEALTH DEPARTMENT
FAIRFIELD, CALIFORNIA

DUTIES: INCLUDED OUT-PATIENT INDIVIDUAL AND GROUP THERAPY, AND CASE MANAGEMENT FOR A POPULATION OF MODERATELY TO SEVERELY MENTALLY ILL CLIENTS.

I ASSISTED IN DEVELOPING AND IMPLEMENTING A VOLUNTARY CHEMICAL DEPENDENCY PROGRAM FOR THIS POPULATION, WHICH INCLUDED A VOLUNTARY NICOTINE DEPENDENCY RECOVERY PROGRAM.

1988 - 1989 ADOLESCENT SEX OFFENDER PROGRAM CO-ORDINATOR
PARENTS UNITED
FAIRFIELD, CALIFORNIA

DUTIES: CO-ORDINATED THE ADOLESCENT SEX OFFENDER PROGRAM AT THE COMMUNITY TREATMENT CENTER (A BRANCH OF PARENTS UNITED), WHICH INCLUDED: SCHEDULING THE ADOLESCENT TREATMENT PROGRAM AT TWO TREATMENT SITES (ONE IN FAIRFIELD, ONE IN VALLEJO), AND SUPERVISING FIVE PROVIDERS; DIRECT TREATMENT – INCLUDED INDIVIDUAL AND GROUP THERAPY WITH ADULT MALE AND FEMALE SEX OFFENDERS, AND MALE AND FEMALE ADULT, ADOLESCENT, AND CHILD SURVIVORS OF CHILD SEXUAL ABUSE. THIS WORK INCLUDED INDIVIDUAL, COUPLES AND FAMILTY MODALITIES AS NEEDED.

1976 - 1985 OFFICE MANAGER AND ASSEMBLY ASSISTANT
-

ARIEL ELECTRIC - RESEARCH & DEVELOPMENT AND MANUFACTURING COMPANY
ST. HELENA, CALIFORNIA

DUTIES: ACCOUNTS PAYABLE AND RECEIVABLE
COMPONENT BUYER
SHIPPING AND RECEIVING
ELECTRONIC ASSEMBLY
GENERAL OFFICE MANAGEMENT

1967 - 1970 - SOCIAL WORKER II
CONTRA COSTA COUNTY SOCIAL WELFARE DEPARTMENT
PLEASANT HILL, CALIFORNIA
RICHMOND, CALIFORNIA

DUTIES: AFDC CASE WORKER

1965 - 1967 - SOCIAL WORKER I
SONOMA COUNTY SOCIAL WELFARE DEPARTMENT
SANTA ROSA, CALIFORNIA
DUTIES: AFDC AND AFDC-U CASE WORKER

PUBLICATIONS:

"TREATING THE ADOLESCENT SEX OFFENDER IN THE COMMUNITY"
DR. CHARLENE STEEN AND BARBARA MONNETTE
CHARLES THOMAS, PUBLISHER 1989

I CURRENTLY SERVE ON:

NAPA COUNTY TOBACCO ADVISORY BOARD

I AM A MEMBER OF NASW (NATIONAL ASSOCIATION OF SOCIAL WORKERS)

I AM A LIFETIME UNIVERSITY OF CALIFONRIA BERKELEY ALUMNUS

I AM CURRENTLY A MEMBER OF THE RETIREE COMMITTEE OF NATIONAL UNITED HEALTH WORKERS UNION

I AM A VOLUNTEER FOR COMMUNITY LIAISON CITIZENSHIP LEGAL SERVICES (CLS) MC PHERSON FAMILY RESOURCE CENTER

I AM A PLANNING COMMISSIONER FOR THE CITY OF SAINT HELENA, CALIFORNIA

I AM THE GRATEFUL MOTHER OF THREE GROWN CHILDREN, AGES 42, 37, AND 35, AND THE GRANDMOTHER OF TWO GROWING GRANDCHILDREN, AGES 6 AND 10.

REASONS FOR WANTING TO BE ON THE
AD HOC CITY MANAGER INTERVIEW COMMITTEE
5/17/17

As a resident, I have been an active participant in the City of St. Helena government for the past 7 years. During that time, I have attended nearly every Planning Commission and City Council Meeting.

Since 2013, I have attended all but one Planning Commission meeting as a Planning Commissioner. I participated by conference phone for the meeting I was unable to attend in person.

During these years, I attended most of the Housing Committee, Ad Hoc Revenue Resource Committee, and Ad Hoc Water Rate Committee meetings.

In the spring of 2011, at the request of then Mayor Del Britton, Kathy Coldiron and I developed and presented a well received project on second units as a way to meet our RHNA numbers. That process provided an opportunity for me to get to know St. Helena in a new way, reaping a rich harvest of information and understanding of the culture of City Government at that time, and what is needed to make changes in our Community.

As a Planning Commissioner, I have seen some of the underbelly of our City Government, and that has afforded me a special understanding of, and respect for all parties involved in that process.

Over the years, I have observed and gotten to know several City Managers. I learned that the qualifications for that position must go well beyond metrics that measure objective achievements ie. degrees and awards, and even subjective experience. The most important qualities of a potential candidate, to my way of thinking, involve the chemistry that happens between the City Council members, the potential City Manager, and the City staff.

Communication, problem solving and conflict resolution styles need to be compatible between the City Manager and Council Members. There needs to be a shared understanding of the power structure between these entities, and a

sense of safety that flexibility, humility, openness, humor, and compassion can provide.

In addition to first rate qualifications, those are the things I would be looking at and evaluating if I were to serve on this Committee.

I know all current City Council members from the audience side of the Dias. I know all of the current City Council members personally, to varying degrees.

Between having institutional knowledge and personal knowledge of all of the players, I think my participation on this Committee could offer some value.

I am a hard worker, I show up, I pay attention, I am honest, and I am committed to not being attached to the outcome. That's not always easy to do, but it is a strong value of mine - a work in progress.

I am hopeful that you will consider me favorably for a place on this Committee.

I am,

Respectfully yours,

Bobbi Monnette

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying: Citizens' committee to evaluate the City Manager finalists

Name: Norman S. Mitroff, Ph.D.

Home Address: 954 Brown Street St. Helena, CA 94574

Mailing Address: Same as Home Address

Occupation: Executive Search Consultant

City of St Helena, City Hall
Received
MAY 18 2017
1480 Main St.
St Helena, CA 94574

Business Address: 1100 Hudson Avenue St. Helena, CA 94574

Telephone: Home 707 963-8410 Ext. 1 Cell 415 307-7806 Business 707 963-8410 Ext 1

E-mail: norman@normanmitroff.com

- Please indicate if above numbers can be made available to the public upon request: **Yes**

Resident of St. Helena? **Yes** Yes, how long have you lived in St. Helena? 14 Years

Current occupation (within last 12 months) Executive Search Consultant

Business interests in last 12 months: Same as Above

Previous Committee/Commission Experience: None

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

Please see the attached résumé

Professional and/or community service activities:

Past President, St. Helena Farmers' Market; Currently serve on the St. Helena Farmers' Market Board of Directors; Chair of HR and Secretary of Board, St. Helena Farmers'

Market Board of Directors; Director, St. Helena Chamber of Commerce, six years; Chair of CHEERS, St. Helena, Chamber of Commerce; Secretary, Rotary Club of St. Helena; Past President, Rotary Club of St. Helena; Currently serve on the Board of Directors for the Rotary Club of St. Helena as well as the Foundation Board of Directors, Rotary Club of St. Helena.

Local government related experience: None

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

I am an active member of our community, live and work in St. Helena, my six year granddaughter lives in St. Helena, I have a business license issued by the City, I want to maximize the management of our City, and believe my education, training and experience will be of value in the selection of our City Manager.

Names, addresses, and phone numbers of three individuals familiar with your background:

Alan Galbraith [redacted]

John Muhlner [redacted]

Ben Hill (707) [redacted]

Matt Endriss [redacted]

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]

Date 5/18/17

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

Brief Bio Summary of: Norman S. Mitroff

Norman S. Mitroff is the President (Owner and Founder) of Mitroff consulitng & associates, a boutique retained executive search firm specializing in assignments for General Management, operations, finance, marketing, sales, and Board positions. The firm serves clients predominately from Seattle to San Diego, Denver, Boston, New York and Florida. Mitroff consulting & associates has Successfully completed mid-level to senior level search assignments across a wide range of industries, including wine, consumer package, food, publication, public accounting, financial institutions, not-for-profit, hospitality, healthcare, media, educational, and manufacturing. Additionally, Norman provides transition coaching for senior level professionals.

Prior to entering executive search, Norman S. Mitroff was a board certified clinical psychologist in private practice. Dr. Mitroff's expertise was in the treatment of children, adolescents, adults and families as well as psychological and neuropsychological evaluations, consultation to law enforcement agencies, as well as serving as an expert witness in federal and superior courts. He earned his Ph.D. in clinical psychology from the University of Portland.

Norman currently serves, as president, on the St. Helena Farmers Market board of directors. Norman is on the board of directors as well as the executive committee of the St. Helena Chamber of Commerce and the vice chair of the community enhancement committee. He is an active member of the St. Helena Rotary and a past treasurer and the president of the club (2014-2015).

Norman lives and works in St. Helena with his wife, Patti, who is a travel agent with St. Helena travel. Norman enjoys racquetball, gourmet cooking and travel.

RECEIVED
PLANNING DEPARTMENT
MAY 0 8 2017
City of St. Helena

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:
AD HOC CITY MANAGER INTERVIEW PANEL COMMITTEE

Name: DOUGLAS BARR

Home Address:
2480 SPRING MOUNTAIN RD., ST. HELENA, CA 94574

Mailing Address: SAME

Occupation: VINTNER, SCREENWRITER, FILM DIRECTOR

Business Address: SAME AS HOME ADDRESS

Telephone: Hom[redacted]usiness 707-967-9128

E-mail: TRPLBARR@COMCAST.NET

- Please indicate if above numbers can be made available to the public upon request: **Yes** or **No** (BUSINESS ONLY)

Resident of St. Helena? **Yes** or **No** Yes, how long have you lived in St. Helena? 22 YEARS

Current occupation (within last 12 months) SAME AS ABOVE

Business interests in last 12 months: PRESIDENT/PARTNER, HOLLYWOOD AND VINE INC, WROTE & DIRECTED A MOVIE (TV) FOR CROWNE MEDIA CORP.

Previous Committee/Commission Experience:

VINE

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

BA / PHILOSOPHY – GEO. WASHINGTON UNIV.

FOUNDING PARTNER/PRES. HOLLYWOOD AND VINE CELLARS

NEARLY FORTY YEARS DIRECTING, WRITING, ACTING, PRODUCING, FILM, TV, AND CONCERT ENTERTAINMENT (RESUME ON REQUEST)

Professional and/or community service activities:

FOUNDING (BOARD) MEMBER - SHOW COALITION (POLITICAL ADVOCACY ORG.), INTNATIONAL SEEING EYES (BOARD), GUEST LECTURER - UNIV. TEXAS, NEW YORK UNIV. (BOARD) CITIZEN'S VOICE FOUNDING MEMBER, SCREEN WRITING/DIRECTING, COLORADO STATE UNIV.

Local government related experience: NONE

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute IN MY FILM WORK, I HAVE HIRED HUNDREDS OF ARTISTS FROM DIVERSE FIELDS AND SO HAVE A GREAT DEAL OF EXPERIENCE IN THE INTERVIEW AND EVALUATION PROCESS. AS AN ENGAGED CITIZEN, I AM WELL AWARE OF THE CHALLENGES FACING ST. HELENA. IN THE MORE THAN 20 YEARS DURING WHICH I'VE LIVED HERE, I'VE SEEN BOTH THE POSITIVE AND NEGATIVE IMPACTS OF SEVERAL CITY MANAGERS. I FULLY UNDERSTAND HOW IMPORTANT THE AD HOC PANEL'S TASK OF CHOOSING THE RIGHT CANDIDATE IS FOR ST. HELENA'S FUTURE.

Names, addresses, and phone numbers of three individuals familiar with your background:

TOM FERRELL (707) 287-6127 780 CHILES AVE S.H.

JOHN THACHER (707) 963-7548 2482 Spring Mnt Rd. SH.

BOB LEIGHTON – 707 963-8550 995 VINTAGE AVE. SH

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]

Signature of Applicant

5-8-17

Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:
Ad Hoc City Manager Interview Panel Committee

Name: Donna Hinds

Home Address: 1352 Magnolia Ave
Saint Helena, CA 94574

Mailing Address: Same

Occupation: Real Estate Agent

Business Address: Same

Telephone: Home _____ Cell 707-799-4844 Business _____

E-mail: donna@donnahinds.com

- Please indicate if above numbers can be made available to the public upon request **Yes** or **No**

Resident of St. Helena? **Yes** or **No** Yes, how long have you lived in St. Helena? 3 years full time
15 years part time

Current occupation (within last 12 months) Real Estate Agent

Business interests in last 12 months: Real Estate Agent, Real Estate investments

Previous Committee/Commission Experience:
Ad Hoc Revenue Task Force, Chair; Active Transportation Committee;
Parks & Recreation Committee, Vice Chair; Renaissance Committee

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

Resume attached

Professional and/or community service activities:

Master Gardeners of Napa County; Chair of St. Helena Pollinator Garden at St Helena Library; See above - various committees with St. Helena

Local government related experience: See above and attached resume

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

I care deeply about the financial stability and management of the City and want to do my part to insure that a City Manager is selected that will promote the best interests of the City.

Names, addresses, and phone numbers of three individuals familiar with your background:

Wayne Armstrong - [redacted]

Ward Smith, Manage[redacted]

Carol Norfleet - Man[redacted]

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]

Signature of Applicant

5-11-17

Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

DONNA HINDS

1352 Magnolia Ave, St. Helena CA 94574 • Cell: 707-799-4844 • donna@donnahinds.com

Education

Bachelor of Business Administration, University of Texas, Austin, 1982
Doctor of Jurisprudence, University of Houston, 1986

Work

Watt, White & Craig, Private Law Firm, Houston (1986-1990)
Crady, Jewett & McCulley, Private Law Firm, Houston (1990–1992)
Donna P. Hinds, Attorney at Law, Houston (1992-1994)
Exxon-Mobil, Attorney, Houston (1994–2000)
General Contractor (2000 – 2013)
Real Estate Agent, Coldwell Banker Brokers of the Valley (2016 – present)

Boards/Committees

- Council, Secretary, Vice-President and President of the Oil and Gas Section of the Houston Bar Association. (1990-1994)
- Board Member, President, CBB Homeowners Association, Houston (1992-1995)
- Executive Committee, Hunter's Creek Elementary Parent Teacher Association (2002-2006)
- Member, Greater Houston Builders Association (2001-2013)
- Board Member, President, Women's Association of Houston Racquet Club (1,000+ members) (2005-2010)
- Class Representative, Steering Committee, UC Master Gardeners of Napa County (2015)
- Chair, St Helena Ad Hoc Revenue Task Force (Nov 2015 – Feb 2016)
- Member, St Helena Representative, Napa County Active Transportation & Planning Committee (2015-2017)
- Chair, Master Gardeners; St. Helena Pollinator Garden at St. Helena Library (2016 – current0
- Member, St Helena Active Transportation Committee (current)
- Vice Chair, St. Helena Parks & Recreation Committee (2017 – current)
- President, Magnolia Oaks Homeowners Association (2015 – current)
- Member – Savvy Saints Investment Club, St Helena (current)

Personal/Hobbies

Married to Rusty Hinds (24 years)
Two children (Kelly Hinds, 19, Grant Hinds, 21)
Master Gardener of UC Master Gardeners of Napa County
Hobbies: gardening, cycling, tennis, yoga, cooking, reading, bocce, home decorating/designing

References:

Cyd Greer, St. Helena 707-322-6825
Shannon Raggio, St. Helena/San Francisco 415-265-6853
Patrice Ferguson, St. Helena/Houston 713-248-8161

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:
Ad Hoc City Manager Interview Panel Committee

Name: Kimberly V. Phinney

Home Address:
1301 Allyn Ave., St. Helena, CA, 94574

Mailing Address: same

Occupation: self employed

Business Address: same

Telephone: Home _____ Cell [redacted] Business _____

E-mail: kimbophinney@gmail.com

- Please indicate if above numbers can be made available to the public upon request: **Yes** or **No**

Resident of St. Helena? **Yes** or **No** Yes, how long have you lived in St. Helena? _____

Current occupation (within last 12 months) _____

Business interests in last 12 months: own & operate orin swift cellars, D66, Savage and Cooke.

Previous Committee/Commission Experience:
Commissioner of Parks and Recreation -

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

- Graduated College with a degree in English Literature from St. Mary's in Moraga.
- I'm familiar with our City's current state

Professional and/or community service activities:

St. Helena Catholic Church + School Volunteer, St. Helena Montessori School, St. Helena Junior Women (Spelling Bee) Sonoma Napa Mann tennis league board member, & many more!

Local government related experience:

Just resigned from Parks + Recreation commission and was very active.

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

City staff and commission volunteers are leaving at a rapid rate. St. Helena's infrastructure (all inclusive) is on a declining fast track, almost to desperation. We need a qualified, future focused (not blame focused) leader. I want to help secure our future.

Names, addresses, and phone numbers of three individuals familiar with your background:

Alan Galbraith [redacted]
Cindy Black -
Haidi Anas - A

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]
Signature of Applicant

5/12/17
Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

City of St Helena, City Hall
Received
MAY 17 2017
1480 Main St
St Helena, CA 94574

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:
Ad Hoc City Manager Interview Panel

Name: PAUL KASS

Home Address: 925 Valley View Ct St Helena

Mailing Address: Same

Occupation: Retired

Business Address: _____

Telephone: Home _____ Cell 6506817295 Business _____

E-mail: PAULDKASS@GMAIL.COM

- Please indicate if above numbers can be made available to the public upon request: **Yes** or **No**

Resident of St. Helena? **Yes** or **No** Yes, how long have you lived in St. Helena? owned since 1999 4 years

Current occupation (within last 12 months) _____

Business interests in last 12 months: _____

Previous Committee/Commission Experience:
Friends of Cameo BOD
ARTS BOD
SUN FOUNDATION BOD

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

40 years in a variety of Human Resource roles, including exec coaching, team development, facilitation, diversity training, functional leadership, staffing

Professional and/or community service activities:

- serve on Board @ Cameo Theater
- Weekly Food For Love (cooking for Rianda House)

Local government related experience: _____

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

Good at assessing talent matches for particular positions

Names, addresses, and phone numbers of three individuals familiar with your background:

STACEY BRESSLER [redacted]
CATHY BUCK CAM
CYNTHIA KEE T

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]
Signature of Applicant

5/12/17
Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

City of St Helena, City Hall
Received
MAY 19 2017
1480 Main St.
St Helena, CA 94574

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying: Ad Hoc City Manager Interview Committee

Name: HENRY GUNDLING

Home Address: 1185 MEADOWCREEK CIRCLE, SAINT HELENA

Mailing Address: SAME

Occupation: RETIRED

Business Address: /

Telephone: Home / Cell [redacted] Business /

E-mail: henry.gundling@gmail.com

- Please indicate if above numbers can be made available to the public upon request: Yes or (No)

Resident of St. Helena? (Yes) or No Yes, how long have you lived in St. Helena? 2008

Current occupation (within last 12 months)

Retired, but serve on five non-profit boards.

Business interests in last 12 months:

None

Previous Committee/Commission Experience:

City Manager interview committee

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

BA Stanford University
Financial Services Industry 1980 - 2014
Lifelong Napa County resident

Professional and/or community service activities:

VP Gasser Foundation, President Sustainable Napa County

Local government related experience: Foreman, Napa County Grand Jury

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

My experience in the business world, the non-profit sector, and as a lifelong Napa County resident, helps me to have a balanced perspective on the needs of Saint Helena. It would be an honor to share this experience in helping to identify the best candidate for the vital city manager position

Names, addresses, and phone numbers of three individuals familiar with your background:

Peter White
Alan Galbraith
Matthew Heil

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted]
Signature of Applicant

5-18-17
Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

CITY HALL, 1480 MAIN
STREET OFFICE OF THE CITY
CLERK ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:

Ad hoc city manager interview panel committee

Name: Erin Przybylinski

Home Address:

1184 Hudson Avenue Saint Helena, CA 94574

Mailing Address: same as home address

Occupation: not currently working

Business Address: n/a

Telephone: Home 707-963-0244_(use cell) **Cell** 707-477-1119, **Business**__n/a__

E-mail: erin.przy@gmail.com

Please indicate if above numbers can be made available to the public upon request: **Yes**

Resident of St. Helena? **Yes** Yes, how long have you lived in St. Helena? _1997 - present

Current occupation (within last 12 months) Marketing contract work

Business interests in last 12 months: I have been working with high school students to teach them effective planning and time management skills for life.

Previous Committee/Commission Experience: No previous experience sitting on city committees or commissions, but I have sat on several other non-profit and local public school committees i.e. (Girls on the Run, school lunch program, SHUSD technology).

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application: Resume attached.

Professional and/or community service activities:

Cofounded Girls on the Run Napa Valley, Girls on the Run coach, parent volunteer in local public school district, member of the Junior Women's Club member.

Local government related experience:
I have participated in local government by consistently voting. I have attended several city council meetings, and I participated in this year's town hall meeting.

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute:
I wish to serve on the interview committee for the city manager because I see this as a way to have a voice in hiring a person who has the required experience and interpersonal skills to effectively move our city forward. My professional experience as a project manager required unifying people and deliverables. I feel this skill will be helpful in listening for the right candidate qualifications.

Names, addresses, and phone numbers of three individuals familiar with your background:

Leslie Ellis 70[redacted]

Mary Pat Sullivan: [redacted]

Kathy Zelazny : 7[redacted]

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

[redacted] 5-21-2017

Signature of Applicant Date

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application
to: City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

Erin Przybylinski ◆ 1184 Hudson Avenue ◆ St. Helena, CA 94574 ◆
Cell: 707-477-1119
erin.przy@gmail.com

Alaniz Marketing Agency: Novato, CA
Marketing Consultant (Oct. 2015 – April 2016)

- Managed all timelines and work priorities for the agency using Jira
- Led daily team meetings to track project progress and remove any impediments for the production team
- Worked with the founders to implement processes for successful sales to production hand-off

Cisco Systems: Saint Helena, CA
Independent Marketing Consultant (Sept. 2005 – July 2011)

- Managed Certifications Marketing for Cisco's Global Governments Solutions Group (GGSG), and worked with the vertical Marketing Managers of Homeland Security, Cyber Security, Space and Defense to project manage specified programs within these markets
- Responsible for internal electronic newsletter reporting key customer wins and product news
- Managed all GGSG financials and individual group budgets and allocations
- Oversaw GGSG external and internal websites, managed web developers and site strategist to improve customer experience and increase overall business efficiencies

Cerent/Cisco Systems, Petaluma/San Jose, CA
Marketing Program Manager (June 1999 – January 2003)

- Executed all new and sustaining optical product launches for domestic and international markets
- Successfully led all cross-functional marketing aspects of optical launches from the analyst, public relations, engineering, and internet/intranet side
- Managed customer launch relationships, including conducting all executive film interviews for launch videos and ad campaigns
- Worked closely with product engineers and product marketing teams to produce all marketing print and web collateral

Advanced Fibre Communications, Petaluma, CA
Marketing Specialist (June 1996 – May 1999)

- Wrote all press releases
- Managed domestic trade show program.
- Worked closely with regional sales managers to devise effective trade/road show strategies to maximize budget dollars
- Produced quarterly newsletter for domestic and international customer base
- Managed creative team to build yearly ad campaign, responsible for writing all ad copy

Brava Terrace, St. Helena, CA
Catering Sales Manager, Office Manager (June 1994 – June 1996)

- Redefined existing catering sales program, increasing catering revenue by 300%.
- Hired and trained all staff members
- Ran bi-weekly payroll and managed all payables and receivables for the restaurant and catering side of the business

Citibank, London (January 1994 – June 1994)
Marketing Specialist

- Worked closely with Global Cash Management team to produce sales presentations for the European sales teams
- Edited marketing collateral

Education
B.A. - Randolph-Macon Woman's College

Related Experience
St. Helena Cooperative Nursery School, Rutherford, CA
Board Member, Treasurer (June 2004 – 2006 & 2007 - 2009)

- Manage all financial aspects for this non-profit, including setting yearly operational and revenue budgets, payroll, and capital improvements.
- Present monthly to the Board of Directors

Girls on the Run Napa Valley, Saint Helena, CA
Founder and Chairperson of the Board (Sept. 2005 – 2014)

- Won national coach of the year
- Work with the Board to maintain program integrity and raise funds to ensure program's longevity

Saint Helena Unified Public School, Saint Helena, CA (August 2011 – June 2013)

- Successfully worked with Saint Helena Unified School District and Board members as part of the Food Service Task Force to amend the district's wellness policy to ensure delicious and healthier food for all students

City of St Helena, City Hall
Received
MAY 19 2017
1480 Main St.
St Helena, CA 94574

CITY HALL, 1480 MAIN STREET
OFFICE OF THE CITY CLERK
ST. HELENA, CA 94574
(707) 968-2742
www.sthelena.org

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Council and made available to the press and public.

Board/Committee/Commission to which you are applying:
AD HOC CITY MANAGER INTERVIEW PANEL COMMITTEE

Name: **Oliver Caldwell**

Home Address: **235 South Crane Ave St. Helena, CA 94574**

Mailing Address: _____

Occupation: **Art Gallerist**

Business Address: **1328 Main Street St. Helena, CA 94574**

Telephone: Home _____ Cell [redacted] Business **707.200.5050**

E-mail: **oliver @caldwellsnyder.com**

- Please indicate if above numbers can be made available to the public upon request: ~~Yes or No~~ Business only 707.200.5050

Resident of St. Helena? **Yes** or No Yes, how long have you lived in St. Helena? **15 years**

Current occupation (within last 12 months) **Owner of CaldwellSnyder Gallery**
1328 Main Street, St. Helena

Business interests in last 12 months: _____

Previous Committee/Commission Experience:

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application.

UC Berkeley BA PreMed, Art Dealer since 1978, Gallery owner in NYC, Carmel, SF and St. Helena, Proprietor of 160 unit apartment complex Scottsdale, AZ, Design/Builder numerous commercial and residential properties in NYC - SF - Carmel - Napa Valley, rock band guitarist/band manger for charity fund raisers, member Napa Valley Vintners Association.

Board Member of Napa Valley Museum, facilitated numerous fund raising events at my gallery for Boys and Girls Club, Cameo Cinema, Skateboard Park, St. Helena Family Center, Historical Society and St. Helena High Drama Department. Music facilitator for Clinic Ole's Chili Ball, Just Imagine St. Helena public schools and NV Music in the Vineyards.

Local government related experience: _____

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute

After numerous personal meetings with former City Managers - Jennifer Phillips and Gary Broad - I was able to observe what personal and business traits would be most suited for the challenges and demands of the City Manager position. As an employer for over thirty years and managing over fifty staff members, I've accrued much experience in vetting staff in accounting, human resources, sales, management and operations. I would very much want to secure the best candidate for our town who could best supervise our City Staff, manage our City functions effectively, help guide our Council and Planning Dept with sound financial recommendations, maintain open relations with our citizens and take personal pride in upholding our small town charm and quality of life.

Thomas Allen ([redacted]
Bob & Stacy Bressler[redacted]
Wayne Donaldson (7[redacted]

Appointments to this position may require you to file a Conflict of Interest Disclosure Statement, which is of public record.

S[redacted] Date May 19, 2017

If you have any questions regarding the appointment procedure, please telephone the City Clerk at (707) 968-2742.

Please return the completed application to:
City of St. Helena
City Clerk
1480 Main Street
St. Helena, CA, 94574

Report to the City Council
Council Meeting of May 23, 2017

Agenda Section: **New Business**

Subject: **Review and Discussion of Our Town St Helena Conceptual Development Proposal for 1572 and 1574 Railroad Avenue**

CEQA Determination: **If a development project application is filed as a result of this, or future discussions, that application will be fully analyzed under the requirements of CEQA.**

Prepared By:

Reviewed By:

Approved By:

BACKGROUND

On May 28, 2017, Mary Stephenson of Our Town St Helena (OTSH) presented the City Council with a conceptual proposal to construct affordable housing units on the City owned property at 1572 and 1574 Railroad Avenue during the public comment period of the meeting. In response, the City Council directed staff to agendize a discussion of the conceptual proposal to allow additional Council discussion of the concept.

DISCUSSION

Background

1572 and 1574 Railroad Avenue is an approximately 0.93 acre parcel designated as Office by the St Helena General Plan and zoned Business and Professional Office consistent with that designation. The property is currently developed with an office building (1572 Railroad Ave) and the St Helena Teen Center (1574 Railroad Ave). The office building is leased by St Helena Hospital for $8,055.43 per month, or $96,665.16 annually with an annual increase based on the Consumer Price Index (CPI). In

addition, the property is developed with a 90'-tall telecommunications tower which is also owned by the City of St Helena, but is leased to cellular communications companies, currently the lease rate is $4,469.00 per month, or $53,628 annually, also with an annual CPI increase.

OTSH has received a grant to facilitate the development of 19 affordable housing units. The City of St Helena donated an approximately 0.5 acre property located at 684 McCorkle (which was purchased with Affordable Housing Trust Fund monies) to aid OTSH with the construction of 8 of these units. OTSH is now seeking property to facilitate the construction of the remaining units and has presented the attached conceptual plan, identifying how the units may be constructed on the City owned Railroad Avenue property, and may also be able to facilitate development of a new teen center.

Separately, the City issued Request for Proposals (RFPs) in the summer of 2016, requesting development concepts for the City owned Adams Street property, as well as the current location of City Hall at 1480 Main Street. One response to the RFP for 1480 Main Street was received, which proposed a purchase price of $2,000,000 and the development of a 60-room hotel on the 0.88-acre property. Should the City Council choose to enter into negotiations to sell the current City Hall property, an alternative location for City Hall would have to be found and the property at 1572 and 1574 Railroad Avenue was considered to be a viable option for a City Hall location. Review of the RFPs was put on hold after the resignation of City Manager Phillips, however a review of the Adams Street proposals has resumed under Interim City Manager Larry Pennell, the results of which could help to inform the review and discussion of the 1480 Main Street RFP response.

For more information, the 1480 Main Street RFP and response from HRV Hotel Partners can be found here: http://cityofsthelena.org/planning/page/adams-downtown-main-street

Analysis

The proposal from OTSH is very general and essentially serves as an introduction to the concept. As such, little to no specific analysis of the proposal can be provided by City staff. It is presumed they are proposing a minimum of 11-new affordable housing units, although their power point identifies there may be interest in construction of additional units, potentially to support firefighter housing. The BPO zoning district only permits residential units on the upper floors of commercial development (with Use Permit approval) so it is further presumed that the property would require a General Plan amendment and rezoning (map amendment) in order to facilitate the conceptual OTSH development. No financial terms were included with the proposal, however it does identify a potential purchase/donation combination is expected for the property.

There are several factors for the Council to consider in the review of their conceptual proposal by OTSH. One, disposal of the property would have to be done in accordance with established law, which (depending on the motivation for the sale) could dictate a

specific sale process. For example, if the property were to be designated as "surplus" (not recommended), the City would be required to (in keeping with Gov. Code Section 54221 (b)) first notify entities and organizations involved with affordable housing development and then potentially grant a first right of refusal to an entity whom agrees to use the property for affordable housing, parks or open space. This process could make it difficult for the City to ensure OTSH is the purchaser of the property. In addition, it is worth noting that staff could find no record that the property was purchased with Affordable Housing Trust Fund monies, rather it appears to have been acquired with General Fund monies.

Given the competing needs of the City, such as a need for a new City Hall building and the on-going RFP review, making any formal decisions on how to develop this City owned asset may be premature at this time.

FISCAL IMPACT

Given no specific financial terms were included with the conceptual presentation from OTSH, it is difficult to fully discuss the potential fiscal impacts of their proposal. At a minimum, it is clear that the rent from the office building would no longer be available (approximately $97,000 annually) and the existing lease revenue for the cellular infrastructure may also be lost (approximately $53,000 annually). However, there are potential options for maintaining some of these revenue streams with the redevelopment of the property. Given the general nature of the OTSH proposal, it is unclear how much of this revenue, or the original General Fund monies used to purchase the property, could (or would) be off-set by supporting the conceptual proposal from OTSH for the acquisition or development of the property.

Further, the existing 1480 Main Street RFP response proposes a sale price of $5,000,000 to the City, but would obviously require an alternative City Hall location be found in order for the City to accept this offer. Sale of the Railroad Avenue property would remove one of the potentially viable options for an alternative City Hall location.

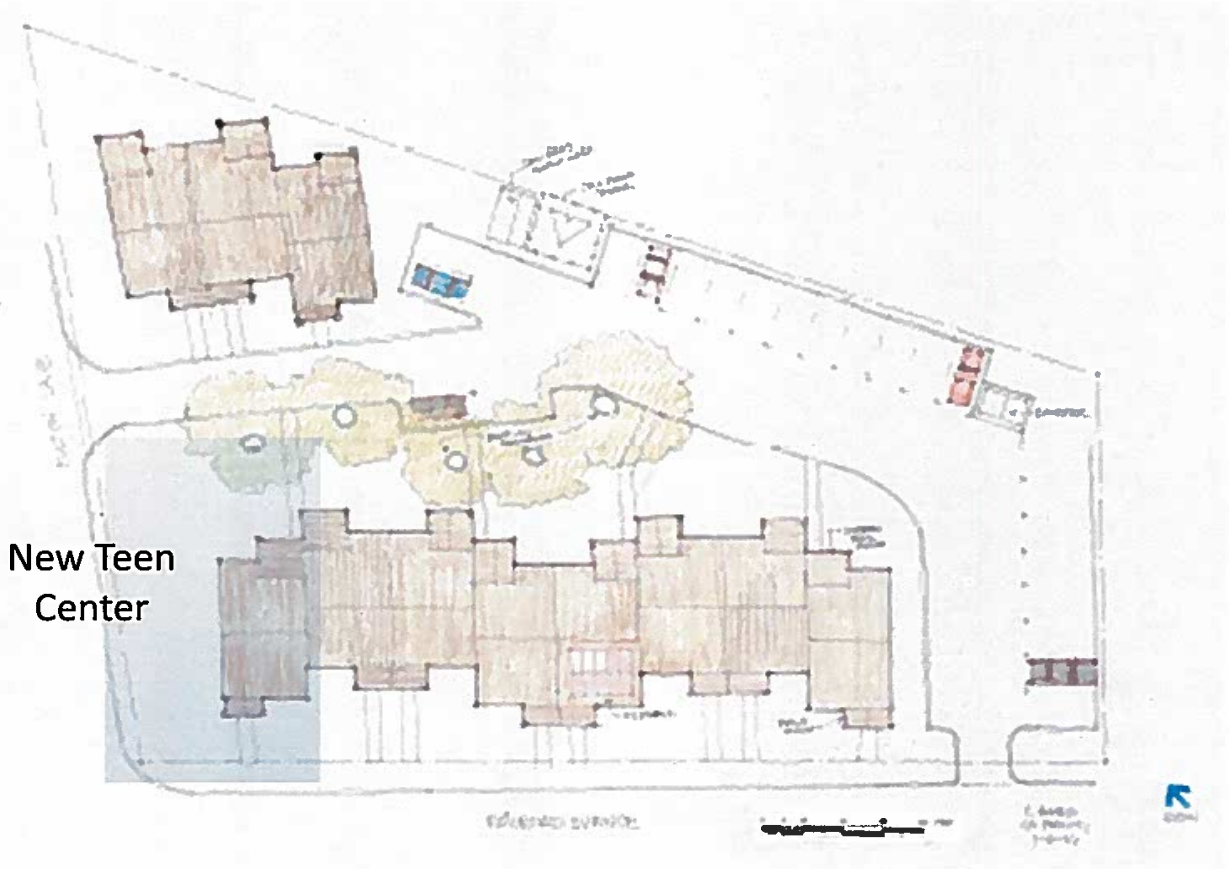
RECOMMENDED ACTION

It is recommended by the Planning and Community Improvement Department that the City Council, review the information provided by staff and OTSH, discuss the conceptual proposal to develop the property at 1572 and 1574 Railroad Avenue, and provide any direction to staff regarding interest or support in pursuing implementation of this conceptual further.

ATTACHMENTS

OTSH Railroad Ave Concept

Possible Site for Townhouses
City-Owned Railroad Avenue Property



Cindy Black

From: Mary Stephenson <stepcomm@aol.com>
Sent: Sunday, May 21, 2017 4:16 PM
To: Cindy Black
Cc: Larry Pennell; Noah Housh; Aaron Hecock; John Sales
Subject: Affordable Housing Agenda Item for Tuesday Night

Cindy - can you please distribute this to the City Council Members and others who should receive it. Thanks.

As you know, there is an affordable housing discussion on your agenda for Tuesday night. It involves investigating the possibility of building 9 to 11 self-help homes plus a new teen center on the city-owned property on Railroad Avenue. Here is an overview of how this agenda item came about:

- Each council person, with the exception of Geoff Ellsworth, has been presented with our Railroad Housing project in face-to-face meetings over the last two years, but OTSH was unable to get any feedback or suggested next steps; hence the presentation during public comment at your March 28 meeting
- OTSH had 3 minutes to present the concept, so of course we did not include details on property transfer, zoning or fiscal impact but we can make a case that none of those issues appear to be insurmountable
- The City did not include an affordable housing component in the RFP for development of city property that was fielded and publicly reviewed in 2016 but has not yet been discussed by council
- The City did receive one RFP that includes the purchase and donation of the Railroad Avenue site for affordable housing as a part of an Adams Street development proposal; our self-help project illustrates that this is a feasible plan and such a concept could be used as a bargaining chip with any development plan on any city-owned property

OTSH has attempted to initiate a council discussion on affordable housing since 2010. There has only been council meeting that included a general need for housing on the agenda. It occurred in October 2015, pretty much at OTSH's assistance. Vernazzo Wolfe presented their CBCG-funded Housing Feasibility Analysis and OTSH presented our State of Housing facts. The council, at that time, had limited discussion and called for no further action. Meanwhile, our housing crisis continues to grow:

- The new Alcobas Hotel is estimated to have generated more than 35 incremental, low-wage employees
- The City is considering development at least another 150+ hotel rooms between the Hall/Farmstead project and Adams Street - yet there is not employee housing components required by the City as a part of these projects
- Stonebridge, Hunt's Grove and Calistoga Apartments, the three upvalley affordable housing complexes, all have 2-year-plus waiting lists
- The tenants in the six-unit Monte Vista apartment building that sold for over the $1,595,000 asking price in January all started paying their $350 rent increase on May 1 - that is an average increase of over 20% per unit
- Four of the six Very Low Income rental units associated with Magnolia Oaks remain unrented at the owner's discretion
- Two current projects - Turley Flats and Brenkle Court were both initiated in 2013; it has taken four years to get these projects shovel ready

- We do not think the City can rest on its laurels of facilitating these two projects
- Our community needs to start now to plan for future affordable housing development

Four of the five of you sitting on the dias now included the development of a housing strategy for St. Helena as a part of your campaign platform. Yet there has been no goal setting - no public discussion of any kind that we are aware of - regarding this important issue since 2015. OTSH is not asking the City Council to sign off on this project Tuesday night. We are asking you to consider a viable housing project as one of the alternatives in the chess game of redeveloping city property. There are three pieces of property in play - City Hall, Railroad and Adams - there should be an affordable housing component included in your plan. OTSH can develop strategies, conceptual design and financial pro forma for each property but it is a waste of our resources until our city government shows their desire to cooperate and support an affordable housing strategy.

We urge you to use our Railroad Avenue proposal to initiate this process at the meeting on Tuesday.

Mary Stephenson
for the OTSH Board of Directors

P.S. On a personal note, I am genuinely sorry to keep haranguing council and staff on this issue, but each year of inaction increases the need for housing and dilutes the quality of our community.