



City of St. Helena
Regular City Council Meeting
Tuesday, August 28, 2018 @ 6:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena

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

Page

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
Mayor: Alan Galbraith, Vice Mayor: Peter White, City Council: Paul Dohring, Geoff Ellsworth and 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 4 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.
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.
6. PRESENTATIONS AND PUBLIC RECOGNITIONS
 - 6.1. Oath of Office for Fire Captain Nicholas Solakian
 - 6.2. Oath of Office for Fire Engineer Martin Macias
7. STAFF BRIEFING
 - 7.1. Upper York Creek Update
[York Creek Schedule 2018](#)
8. 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)
 - 8.1. Consideration and proposed approval of Regular Meeting Minutes of

7

August 14, 2018 and Special Meeting Minutes of August 14, 2018.
(Minutes will be provided prior to the meeting)

- 8.2. Adoption of a resolution to approve revisions to the Planning Commission By-Laws, updated in response to City Council direction and identified needs of the Planning Commission. 9 - 17

CEQA Determination: Not a CEQA project

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

It is recommended by the Planning Commission that the City Council:

1. Find that the update to the Planning Commission By-Laws is not a project under CEQA; and
2. Adopt a resolution to approve the 2018 Planning Commission By-Laws.

[Staff Report - Pdf](#)

9. PUBLIC HEARINGS

- 9.1. None

10. NEW BUSINESS

- 10.1. Quarterly Grant Report for FY 2018 Q4, for the period ending June 30, 2018 19 - 29

CEQA Determination: Not a CEQA project

Prepared By: Mandy Kellogg, Admin Services Mgr

Recommendation:

Receive and file report.

[Staff Report - Pdf](#)

- 10.2. Fiscal Year 2017/18 4th Quarter Finance Report for transactions posted through August 9, 2018 31 - 41

CEQA Determination: Not a CEQA project

Prepared By: April Mitts, Finance Director

Recommendation:

Receive and file the Q4 FY 2017/18 financial report.

[Staff Report - Pdf](#)

- 10.3. Consideration and discussion of the existing no parking zone on Main Street that affects the residences at 1820, 1830, 1846, 1856, 1862 and 1872 Main Street 43 - 159

CEQA Determination: Exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities

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

Recommendation:

Information and possible direction to staff.

[Staff Report - Pdf](#)

- 10.4. Consideration and proposed approval of a Resolution Setting a Hearing to Approve the Annexation of Territory into the St Helena Municipal Sewer District No. 1 MSD ANNEXATION NO. 134,1025 and 1045 Pratt Avenue, St Helena, CA. 94574 (APN's) 009-142-023-000 and 009-142-024-000. 161 - 176

CEQA Determination: Exempt from the requirements of CEQA under the "General Rule", Section 15061 (b)(3), in that it can be seen with certainty that the proposed action will have no impact on the environment.

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

Recommendation:

Staff recommends the City Council adopt a Resolution Setting a Hearing to Approve the Annexation of Territory into the St Helena Municipal Sewer District No. 1 MSD ANNEXATION NO. 134, 1025 and 1045 Pratt Avenue, St Helena, CA. 94574 (APN's) 009-142-023-000 and 009-142-024-000.

[Staff Report - Pdf](#)

- 10.5. Consideration of authorizing Safety Exceptions for the Large Truck Ordinance, to entities within the City, through an application process. 177 - 183

CEQA Determination: Not a CEQA project

Prepared By: William Imboden, Chief of Police

Recommendation:

Staff requests direction from the Council on the desire to bring forward a draft Truck Ordinance Safety Exception Waiver process.

[Staff Report - Pdf](#)

[Public Comment](#)

- 10.6. City Council consideration of a recommendation from City staff to fund an additional contingency budget of \$30,000 with a loan from the Affordable Housing Trust Fund (AHTF) to Calistoga Affordable Housing (CAH) for the Turley Flats Affordable Housing project at 1105 Pope St. 185 - 201

CEQA Determination: This action is exempt from the requirements of CEQA under the "General Rule", Section 15061 (b) (3), in that it can be seen with certainty that no environmental impacts will result from this action; and Section 15273 given that CEQA does not apply to Rates, Tolls, Fares and Charges.

Prepared By: Noah Housh, Planning & Community Improvement Director

Recommendation:

It is recommended by staff that the City Council adopt a resolution to approve:

1. Modifying the Turley Flats RHNA Transfer agreement with the County of Napa to include three RHNA credits in the 2022-2030 housing cycle; and

2. Create an additional contingency budget (in the form of an increased AHF loan) of up to \$30,000 to the Turley Flats eight unit affordable housing project, to cover any additional unbudgeted costs and ensure the project is completed and occupied in 2018.
3. Authorize the City Manager to draft, finalize and approve the required documents.

[Staff Report - Pdf](#)

- 10.7. Accepting of the City of St. Helena Wastewater Treatment and Reclamation Plant (WWTRP) Improvements Feasibility Study and Recommendation for the Phase I WWTRP Improvements Project in Response to San Francisco Bay Regional Water Quality Control Board Order R2-2016-004 and Direction to Negotiate a Contract for Design of the Proposed Improvements. (STAFF REPORT FORTHCOMING)

- 10.8. Bimonthly Update on City Council Goals and Strategic Objectives 203 - 216

CEQA Determination: Not a CEQA project
 Prepared By: Mark T. Prestwich, City Manager
 Recommendation:
 Receive and file.

[Staff Report - Pdf](#)

- 10.9. City Council to review two proposed resolutions for consideration at the League of California Cities Annual Conference and provide voting direction to the voting delegate and alternate voting delegates 217 - 270

CEQA Determination: Not a CEQA project
 Prepared By: Cindy Tzaopoulos, City Clerk
 Recommendation:
 Staff recommends for Council to discuss and consider the proposed resolutions. Provide direction to the City's voting delegates for participation at the League of California Cities Annual Business Meeting and General Assembly on Friday, September 14, 2018.

[Staff Report - Pdf](#)

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

- 11.1.

August City Council Meetings:

8/30 Rent Stabilization Workshop

September City Council Meetings:

9/11 (staff reports due 8/24)

9/17 Next Steps related to the SHAPE Report/City Hall

9/25 (staff reports due 9/7)

PROCLAMATIONS AND PUBLIC RECOGNITION:

9/11 Proclamation | Suicide Prevention Awareness Month

CONSENT:

9/25 Amended Coop Agreement with Caltrans for Grayson Signal for electricity(Caltrans to attend)

9/25 Jingle All the Way St. Helena | Staff Briefing

9/11 OTSH Final Map
9/11 Lyman Bathroom Update Staff Briefing
9/11 Delegate claims processing authority to REMIF - HR
9/25 Sewer Annexation (3999 Crane)
9/11 Affordable Housing
9/11 Fire Bay Door
9/11 Street Closure for Harvest Festival
<i>PH or NEW BUSINESS:</i>
9/11 Downtown Vitality next steps – Admin
9/28 Raw Water Use Charges - PW
9/11 1st Reading Design Review Ordinance - Planning
9/25 1st Reading Concept Review Ordinance - Planning
9/11 1st Reading Sign Code Ordinance
9/11 Council Update cost allocation, user fee and impact fee
9/11 Class & Comp Update - HR
<u>October City Council Meetings:</u>
10/9 (staff reports due 9/21)
10/23 (staff reports due 10/5)
<i>CONSENT:</i>
Tennis Court Resurfacing Staff Briefing - Rec

12. ADJOURNMENT

The next Regular City Council meeting is scheduled for September 11, 2018, 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 August 17, 2018.



Cindy Tzaferopoulos, 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

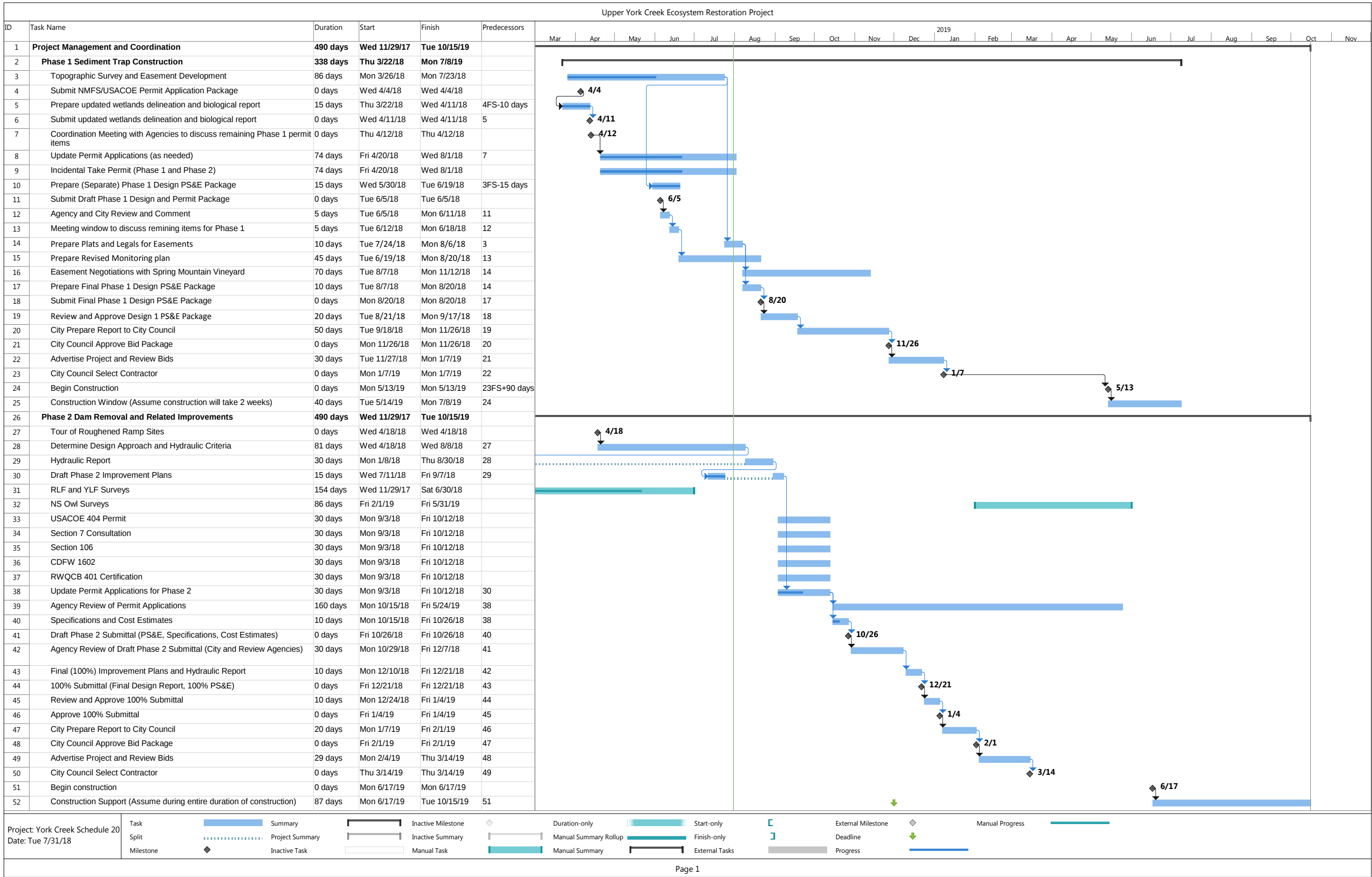
The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City of St. Helena is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision, including without limitation Government 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.





Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: Consent

Subject: Adoption of a resolution to approve revisions to the Planning Commission By-Laws, updated in response to City Council direction and identified needs of the Planning Commission.

CEQA Determination: **Not a CEQA project**

Prepared By: Noah Housh, Planning & Community Improvement Director

Reviewed By: Mark T. Prestwich, City Manager

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

The Commission last updated the Planning Commission By-Laws in February 2016, and these changes were approved by the City Council on March 8, 2016.

On June 12, 2018, the City Council unanimously adopted Resolution 2018-75 rescinding the previously approved Standards and Rules of Conduct, in favor of new Rules and Standards for the conduct of meetings and individuals making the 2016 Planning Commission By-Laws slightly inconsistent with these updated Rules and Standards.

On July 3 and July 17, 2018, the Planning Commission reviewed the 2016 By-Laws and voted to include the Council's directed changes, as well as to make several other minor procedural changes.

DISCUSSION

The updated Planning Commission By-Laws incorporating the recent changes to the City Council Standards of Conduct and Rules of Procedure for the Conduct of Council Meetings have been brought before the Council for formal approval.

FISCAL IMPACT

None.

RECOMMENDED ACTION

It is recommended by the Planning Commission that the City Council:

1. Find that the update to the Planning Commission By-Laws is not a project under CEQA; and
2. Adopt a resolution to approve the 2018 Planning Commission By-Laws.

ATTACHMENTS

[Council Reso Adopting 2018 PC By-Laws](#)

[PC BY-LAWS 2018-Final1](#)

CITY OF ST. HELENA

RESOLUTION No. 2018-

**Resolution of the Council of the City of St Helena adopting
revisions to the City of St Helena Planning Commission By-Laws**

RECITALS

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

- A. Whereas, the City of St. Helena Planning Commission voted unanimously to amend its By-Laws at its Regular Meeting on July 17, 2018; and
- B. Whereas, the City of St Helena Protocol for Committees, Commissions and Boards requires City Council approval of any modifications to the By-Laws of a Committee, Commission or Board.

RESOLUTION

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

- 1. This action is not a project under the California Environmental Quality Act; and
- 2. The City Council authorizes amendments to the City of St Helena Planning Commission By-Laws and are hereby approved, as amended by the Planning Commission on July 17, 2018 (attached).

Approved at a Regular Meeting of the St. Helena City Council on August 28, 2018, by the following vote:

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

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Tzafoopoulos, City Clerk



ST. HELENA PLANNING COMMISSION BY-LAWS

The following rules shall be applicable to the organization of the St. Helena Planning Commission, to the convening or calling of meetings, and to the transaction of business when the Commission has convened and acts or serves in an official capacity, pursuant to law.

ORGANIZATION AND ELECTION AND DUTES OF OFFICERS

RULE 1. The Commission shall elect a Chairperson and Vice Chairperson and designate a Secretary at the first regular meeting of the Planning Commission in July to serve for a period of one year from the date of their election. However, the Planning Commission, by majority vote, may choose to elect a Chairperson or Vice-Chairperson at a different meeting to address a resignation. In the case of a resignation of the Chair, the Vice-Chair shall become the interim Chair until formal election of a new Chairperson occurs.

RULE 2. The Chairperson of the Planning Commission shall preserve order and decorum and shall decide questions of order. The Vice Chairperson shall preside in the absence of the Chairperson.

RULE 3. The Chairperson of the Planning Commission may second any motion and present and discuss any matter as a member of the Commission without having to step down from the Chair and shall be entitled to vote on all matters before the Planning Commission.

RULE 4. The Secretary shall be a City Employee, normally the Planning Director.

RULE 5. The Secretary shall be responsible for the preparation of the Planning Commission minutes and shall assure that all official actions or decisions by the Commission shall be recorded within the minutes. Consistent with Municipal Code section 2.60.030, the Commission shall keep a public record of its resolutions, transactions, findings and determinations. Those records are kept as minutes that summarize Commission action, in the same manner as City Council minutes.

RULE 6. The City Attorney of the City of St. Helena shall be the legal counsel to the Planning Commission.

RULE 7. The video recordings of each meeting are designated as the official record of the Planning Commission agenda and action and are to be made available on the City of St Helena website.

SCHEDULE OF MEETINGS

RULE 8. The Planning Commission shall hold at least two Regular Meetings per month, which shall be held on the first and third Tuesdays of the month. In the event the first or third Tuesday is a holiday, an alternate meeting may be held. An additional Adjourned Meeting may be held, if

necessary. Such regular meetings may be canceled by a vote of the majority of Commission members present at a regular or special meeting or when a quorum is not available. Meetings shall be held in the same locale used by the City Council or at City Hall or the Fire Department starting at 6:00 P.M. Adjourned Meetings, Special Meetings, meeting relocation, or revised starting time shall be by a three-fifths vote of the Planning Commission. Notice of such meeting shall be given in accordance with State law.

RULE 9. Emergency or special meetings may be called as provided in Section 54956 of the Government Code of the State of California.

RULE 10. In the absence of a quorum all items on the agenda shall be continued to the next scheduled meeting.

AGENDA

RULE 11. An agenda shall be prepared by the Secretary of the Planning Commission for each meeting of the Planning Commission.

RULE 12. All matters to be considered by the Commission shall be properly filed with the City in compliance with the provisions, standards, and procedures established by adopted City Ordinances. The Secretary shall not accept for presentation to the Commission any matter unless it is properly made on the prescribed forms properly filled out with all data attached.

RULE 13. Any matter that comes before the Commission orally under Public Forum shall not be discussed or acted upon by the Commission unless and until it is heard as a scheduled agenda item at a Regular, Adjourned, or Special meeting of the Commission.

RULE 14. Request for informal or advance decisions concerning potential future developments or plans will not be considered by the Planning Commission.

RULE 15. The regular order of business of the Commission shall be:

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE & ROLL CALL
3. MINUTES APPROVAL
4. PUBLIC FORUM
5. COMMUNICATIONS & PETITIONS
6. RECOMMENDED CONSENT CALENDAR
7. CONTINUED ITEMS
8. SIGN PERMIT/ADMINISTRATIVE DETERMINATION
9. PUBLIC HEARINGS - PLANNING COMMISSION ACTION IS FINAL
(DR/UP/VAR/LLA/TPM)
10. PUBLIC HEARINGS – PUBLIC HEARINGS/RECOMMENDATIONS TO CITY
COUNCIL (TSM/ZOTA/GPA/REZONE)
11. NAPA COUNTY REFERRALS
12. SCHEDULED MATTERS
13. REPORTS BY STAFF AND PLANNING COMMISSION
14. AGENDA FORECAST
15. ADJOURNMENT

RULE 16. The Chairperson may revise the order of the agenda for a particular meeting in order to expedite business for the convenience of the public or for improved continuity.

RULE 17. Commission meetings may remain in session up to, but no later than 10:00 P.M. However, the Commission may, by a unanimous vote, extend the meeting if the Commission deems such extension necessary. Otherwise, the meeting shall be adjourned to another day acceptable to the Commission, or unfinished business may be continued to the next Regular Meeting.

CONDUCT OF PUBLIC HEARINGS

RULE 18. Letters, petitions, or other written material pertaining to any item on the agenda may be filed with the secretary of the Commission prior to the time of the public hearing or may be presented to the Commission at the time of the public hearing. The Commission shall consider such material in deciding any issue before it. All written material shall become part of the Commission's file on the agenda item.

RULE 19. Items submitted after packet distribution: Materials related to any item on the Agenda submitted to the Planning Commission after distribution of the agenda packet are available for inspection in the Secretary of the Commission's office at 1480 Main Street, St. Helena, CA during normal business hours. All such materials will be brought to the meeting and will be available for public inspection at the meeting site. Either City Staff or the Chairperson at the hearing shall give public notice of any such materials. If copies are not available in sufficient quantity for interested parties or members of the public at the hearing, the Chairperson shall take reasonable steps to afford all such persons the opportunity to inspect the materials before the start of the hearing on a scheduled matter. The purpose of the foregoing is to avoid the interruption of testimony with requests for inspection of materials.

RULE 20. Any person desiring to address the Planning Commission may, when recognized by the Chairperson, give his or her name and address. A person appearing in a representative capacity shall provide the name and address of each represented party.

RULE 21. Testimony and argument relative to any item scheduled on the agenda as a Public Hearing shall, unless otherwise ordered by the Chairperson, be presented in the following order and within the time limits specified.

- a. The Chairperson shall declare the Public Hearing to be open.
- b. Disclosure of Ex Parte Communication*
- c. Staff Report, including acknowledgement and/or reading of written testimony.
- d. Presentation of the project by applicants, and/or agents/consultants directly associated with the project. (10 minutes)
- e. Commission questions to staff and the applicant for purposes of clarification of staff report and proposed project.
- f. Public Testimony in support or opposition of the project. (4 minutes per person)
- g. Applicant and/or staff response to new information or questions raised by public testimony.
- h. Chairperson declares public hearing to be closed.
- i. Planning Commission debate, and motion.
- j. Roll Call Vote.

Note: At the option of the Chairperson the public or applicant may give further testimony on the question, provided it is directly related to the motion.

* Ex Parte Communication is hereby defined as any additional factual information obtained by commissioners that pertains to an individual decision, including visiting a project site, meeting with a project applicant and/or meeting with interested citizens.

RULE 22. The Chairperson may, in the interest of facilitating the business of the Planning Commission, limit the amount of time that a person may use in addressing the Planning Commission. Opponents and proponents shall be given equal opportunity for presentation. A project applicant should always be given the right, reasonable opportunity and time, to respond fully to evidence and arguments presented after the applicant has made his/her opening presentation.

RULE 23. The applicant or his or her appointed representative may, with the permission of the Planning Commission, withdraw, or request a continuance on any matter pending before the Commission at any time prior to the Commission acting on such matter.

VOTING

RULE 24. A majority of the members of the Commission shall constitute a quorum. Unless otherwise required by federal, state or local regulation, the affirmative vote of a majority of the quorum is necessary to take action. If a majority is unable to be assembled on any motion (including a motion to continue a matter to a specific time) relating to a specific project for which the Commission must make a recommendation to the City Council, the project shall be referred to Council with a divided recommendation which reflects the individual votes of the Commissioners. If a majority is unable to be assembled on any motion (including a motion to continue a matter to a specific time) relating to a specific project for which the Commission has final authority, the matter before the Commission shall be deemed denied and the applicant may appeal such decision in accordance with the applicable rules. A tie vote, or deadlock, constitutes a denial unless the applicant requests a continuance of the item to a subsequent meeting at which a quorum is present, prior to a vote to deny the item.

RULE 25. On matters of procedure or order of business the Chairperson may make a motion and without a second and after calling for objection and hearing none, so order. In the event of objection, the Chairperson shall call for a second and a roll call vote.

MISCELLANEOUS

RULE 26. The Commission shall conduct their duties in keeping with the governing standards as provided by the Planning Commission Standards of Conduct document, maintaining the highest level of professionalism during their tenure serving the residents of the City of St. Helena.

RULE 27. Unless otherwise provided by these Rules, all proceedings before the Commission shall be conducted in accordance with and pursuant to the parliamentary rules of procedure as prescribed in "Rosenbergs's Rules of Order."

RULE 28. Testimony and argument relative to any other item on the agenda shall generally follow the procedure for a Public Hearing as may be modified at the discretion of the Chairperson.

RULE 29. Any rule of these By-Laws may be altered, amended, or repealed by majority vote of the Commission (subject to approval by the City Council), except that such alteration, amendment, or repeal shall not affect any pending matter.

RULE 30. Any rule of these By-Laws may be temporarily suspended by unanimous consent of the Commission.

RULE 31. A Resolution of the Planning Commission may be adopted conditionally and referred to the Secretary of the Commission for drafting in proper form.

*Planning Commission By-Laws
July 17, 2018
4 of 5*

RULE 32. Commission members shall decide for themselves whether they have a conflict of interest on any matter before the Commission. Such determination shall be made in accordance with State law and the City of St Helena Protocol for Committee, Commissions and Boards or any amendment thereto. When a member has disqualified himself/herself, he/she shall remove himself/herself from the dais stating their reasons for conflict of interest. The member shall also remove himself/herself from the meeting room, unless they are permitted to remain for a qualified interest as set forth in State law.

RULE 33. Failure to adhere to any of these rules does not result in the invalidation of any decision or action of the Planning Commission.

RULE 34. Any violation of these rules does not result in a cause of action against the City of St. Helena.

RULE 35. Subject to compliance with all established laws and regulations, any violation of these rules shall not impact the outcome of a vote or action on a specific project.

Amended, Approved and Adopted at a Regular Meeting of the Planning Commission on July 17, 2018, by the following roll call vote:

MOTION CARRIED BY THE FOLLOWING ROLL CALL VOTE:

AYES:

NOES:

ABSENT:

ABSTAIN:



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: New Business

Subject: Quarterly Grant Report for FY 2018 Q4, for the period ending June 30, 2018

CEQA Determination: Not a CEQA project

Prepared By: Mandy Kellogg, Admin Services Mgr

Reviewed By: April Mitts, Finance Director

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

This report covers grant activity for the 4th Quarter of Fiscal Year (FY) 2018.

DISCUSSION

New Awarded Grant Applications in FY 2018 4th Quarter

The City of St Helena was awarded the following new grants:

Agency	Project	Amount
CalOES	Public Assistance Grant for Disaster No. 4344-DR-CA	\$ 105,854

Applications Pending

Agency	Project	Amount
CalOES	Purchase of generators and upgrading electrical panels to provide emergency backup power to City facilities	\$ 495,675

A Notice of Interest was submitted to CalOES for an emergency backup power project and was determined to be eligible in February 2018. The total project cost is estimate at \$660,900 and requires a 25% cash match. Applications are due by July 2, 2018.

Active Grants

These are grant awards with signed agreements. This chart shows the grant award, required match and percent expended. Staff is currently managing \$6.44 million in active grant funds.

Grant	Project	Award Amount	Cash Match	% Grant Funds Expended	Notes
CA Board of State and Community Corrections	Body Worn Camera System	\$ 13,481	\$ -	0.0%	Contract was awarded in 05/22/18 by City Council. Total cost of contract is \$48,116 for 5 years.
California State Library	California Public Library Broadband Project - Broadband Rewiring	\$ 20,000	\$ 20,000	100.0%	Pending receipt of reimbursement.
CalOES	Public Assistance Grant for Disaster No. 4344-DR-CA	\$ 105,854	\$ -	100.0%	Pending receipt of reimbursement.
CENIC on behalf of Califa	Connection to CalRen Hub at St. Helena Public Library	Based on discounts applied	-	0.0%	Grant funds will not be available until after 07/01/18.
Department of Housing and Community Development - HOME	Home repairs for Low-Income individuals via 0% interest loans	\$ 500,000	\$ -	1.3%	In progress - Nine applicants with approved loans as of 06/30/18.
Department of Water Resources (DWR)	Comprehensive Flood Control Project	\$ 2,371,333	\$ 20,000,000	100.0%	Holding \$237,000 in retention until Conservation Easement is completed.
Environmental Protection Agency (EPA)	Upper York Creek Ecosystem Restoration	\$ 987,876	\$ 987,876	3.0%	Project is moving forward in two phases.
Metropolitan Transportation Commission (MTC) - P-TAP Round 18	Pavement Management Technical Assistance Program	\$ 12,000	\$ 3,000	62.5%	Final Pavement Report was submitted to MTC on March 13, 2018.
OBAG2	Main Street Pedestrian Improvements	\$ 1,206,000	\$ 351,000	0.0%	RFP for Consultants (Design Phase) will be issued mid-August. Design costs are paid upfront.
SF Bay Area Integrated Regional Water Management Grant (IRWM)	Upper York Creek Ecosystem Restoration	\$ 1,174,119	\$ 800,000	0.0%	Not eligible for reimbursed Grant share costs until required Funding Match is met.
Transportation Development Act - Article 3	Railroad Avenue ADA Ramps	\$ 51,500	\$ -	37.7%	Currently in construction. Contract was awarded 06/26/18 by City Council.

Closed Out Grants

Grant	Project	Award Amount	Cash Match	% Grant Funds Expended	Notes
CA Housing and Community Development (HCD)	Community Development Block Grant	\$ 42,130	\$ 5,000	94.5%	Reimbursement was received 10/2017 and grant was successfully closed in 11/2017.
Friends & Foundation	Enhancements for Library (PT Staff, Spanish/Youth/Adult Programs, Materials, Elsie the Cat, Supplies)	\$ 134,000	\$ -	99.0%	All funds have been expended for FY 2018.
Northnet Library Systems	Training for Library Staff	\$ 1,000	\$ -	100.0%	
Pacific Library Partnership	Bilingual book purchases	\$ 5,000	\$ -	97.7%	Reimbursement was received 09/2017.
Sean M. Walsh K9 Memorial Foundation	Bilingual book purchases	\$ 9,223	\$ 5,000	100.0%	Payment was made by the Foundation directly to the Vendor.
Transportation Fund for Clean Air	Design & Install Pope Street Bike Lanes	\$ 57,000	\$ -	91.3%	Reimbursement was received 05/2018.
U.S. Department of Justice	Bulletproof Vest Program	\$ 3,666	\$ 3,666	100.0%	Reimbursement was received 05/2018.

Flood Projects

- Measure A – On December 19, 2017 the Napa County Flood Authority approved Amendment No. 12 to the Agreement authorizing disbursement of the remaining Measure A funds through its sunset in June 2018. The approval is for approximately \$5.3 million - \$1.05 million to repay the City for past State Revolving Fund (SRF) payments made from the General Fund and the remaining \$4.3 million to be paid directly towards the SRF loan balance. The balance owed for SRF is \$5.4 million.
- Department of Water Resources (DWR) – Public Works staff is working on completing the conservation easement as a requirement of the DWR grant. Once completed, the City will receive \$237,000 still held by DWR.

Non-Profit Grant Applications

For FY 2018 thirteen applications were funded, totaling \$110,600. This chart shows the organization, grant award and percent expended as of June 30, 2018:

Grantee	Project	Award Amount	% Grant Funds Expended	Notes
Boys & Girls Club of St Helena and Calistoga	Power Hour - Homework Assistance Program	\$ 10,000	100.0%	Submitted Final Report
California Federation of Women/St Helena Junior Women's Club	Spelling Bee and Community Family Adoption	\$ 1,200	100.0%	Submitted Final Report
Friends of the Cameo	Film fees, video display, speaker fees and travel, videographer, advertising, graphic design, and staff support for the Science on Screen event	\$ 8,000	99.9%	Submitted Final Report
NapaShakes/Napa Valley Shakespeare	NapaShakes on Screen at the Cameo Cinema & In St. Helena Schools	\$ 10,000	0.0%	Approved for a 6-Month extension through 12/31/2018
Native Sons of the Golden West St Helena Parlor 53	Native Sons Hall Planning and Capacity Building	\$ 10,000	85.1%	Submitted Final Report
Nimbus Arts	St. Helena Community Art Activation and Creativity Corner Improvements	\$ 10,000	100.0%	Submitted Final Report
Our Town St Helena	Brenkle Court Mutual Self-Help Homeownership	\$ 10,000	100.0%	Submitted Final Report
Rianda House	Healthy Minds, Healthy Bodies Program	\$ 10,000	100.0%	Submitted Final Report
Saint Helena Community Garden	Garden repairs such as irrigation, clean-up, ADA compliance improvements for paths, shed for wheelbarrows, plumber for leaking faucets, locks, and security lights	\$ 5,000	92.8%	Submitted Final Report
Saint Helena Farmers Market	Market Match program	\$ 6,400	4.1%	Approved for a 6-Month extension through 12/31/2018
Saint Helena Historical Society	Discover Historic St. Helena- Part II	\$ 10,000	100.0%	Submitted Final Report
St Helena Preschool for All	Pre-school tuition for eligible children (2 full and 1 partial scholarship)	\$ 10,000	100.0%	Submitted Final Report
UpValley Family Center	Operating and personnel costs to provide services for Community Connections program	\$ 10,000	100.0%	Submitted Final Report

For FY 2019 a total of 17 applications were funded, totaling \$145,200.

FISCAL IMPACT

There is no fiscal impact associated with this report.

RECOMMENDED ACTION

Receive and file report.

ATTACHMENTS

[4th Quarter Grant Report Presentation](#)



CITY OF ST. HELENA

QUARTERLY GRANT REPORT

Fiscal Year 2018 4th Quarter, for the period ending June 30, 2018



Newly Awarded Grants

- *CalOES - Public Assistance Grant for Disaster No. 4344-DR-CA*
 - Received \$105,854
 - General Fund Reimbursement = \$82,548
 - Water Fund Reimbursement = \$22,054
 - Wastewater Fund Reimbursement = \$1,252

Pending Grant Applications

- *CalOES – Hazard Mitigation Grant Program*
 - Purchase Three Portable Generators and One Permanent Generator, Including Installation of Electrical Panels
 - Total Estimated Project Cost = \$660,900
 - Requires 25% Match = Estimated at \$165,225
 - \$137,500 is included in the FY 2018/19 Budget

Active Grants Highlights

- *Board of State and Community Corrections (BSCC): Body Worn Camera System*
- *California State Library: Library Broadband Project*
- *Department of Housing and Community Development: HOME Grant*
- *Upper York Creek Ecosystem Restoration*
 - *Environmental Protection Agency (EPA)*
 - *SF Bay Area Integrated Regional Water Management (IRWM)*
- *One Bay Area Grant 2 (OBAG2): Main Street Pedestrian Improvements*
- *Transportation Development Act – Article 3 (TDA-3): Railroad Avenue ADA Ramps*

Closed Grants Highlights

- *Friends & Foundation: Library Enhancements*
 - All Fiscal Year 2018 Funds Expended
- *Transportation for Clean Air (TFCA): Pope Street Bike Lanes*
 - Contract Accepted Complete July 2017
 - Reimbursement Received May 2018
- *U.S. Department of Justice: Bulletproof Vest Program*
 - Reimbursement Received May 2018

Non-Profit Grants

- *Fiscal Year 2017/18*
 - Two Extensions Granted
 - \$92,605 Grant Funds Expended
- *Fiscal Year 2018/19*
 - Executed 13 Grant Agreements



Questions



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: Consent

Subject: Fiscal Year 2017/18 4th Quarter Finance Report for transactions posted through August 9, 2018

CEQA Not a CEQA project
Determination:

Prepared By: April Mitts, Finance Director

Reviewed By: Mark T. Prestwich, City Manager

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

Municipal Code Title 2, §2.24.030 states the Director of Finance shall deliver to the City Manager and to the Council at a regularly scheduled Council meeting a budget report showing the budget status at the end of the preceding quarter.

Staff has prepared the following for Council:

1. Fourth Quarter (Q4) staff report for Fiscal Year (FY) 2017/18 (unaudited). This report is a summary of transactions posted through August 9, 2018 for FY 2017/18
2. A summary of St. Helena CARES Low Income Subsidy and Water Leak adjustments for Q4 FY 2017/18
3. FY 2017/18 Q4 List of Warrants over \$100,000

DISCUSSION

Although Fiscal Year 2017/18 ended June 30, 2018, invoice payments, revenues, and journal entries will continue to be posted to all funds for approximately three months. The information in the report reflects all FY 2017/18 transactions posted through August 9, 2018.

General Fund

Chart 1 displays revenues collected and posted through August 9, 2018. It is estimated an additional \$450,000 in revenues will be received for FY 2017/18, primarily from Sales Tax not yet received for June 2018. Taking this into account, revenue estimates will exceed the FY 2017/18 Adjusted Budget by an estimated 7%, or approximately \$1 million. The increase in revenue is primarily due to higher than original estimated sales tax, higher revenues from Los Alcobas Hotel transient occupancy tax, increased collection of civil penalties and legal cost recovery from short term rental enforcement, emergency relief reimbursement following the October 2017 fires, and the first full year of Measure D which accounts for approximately \$1.6 million in revenues for FY 2017/18. Additionally, General Fund revenue estimates were decreased due to the October 2017 fires.

Chart 1 (Collected through August 9, 2018)

	Estimated	Q4	Q4
Description	2018	FY 2018	% to date
Property Taxes	4,517,487	4,561,402	101%
Sales Tax	4,275,511	4,296,892	101%
Transient Occupancy Taxes	2,591,133	2,869,354	111%
Other Taxes	198,815	139,053	70%
Charges for Service	85,451	116,882	137%
Fines and Forfeits	34,502	168,662	489%
Licenses and Permits	919,532	963,553	105%
Development Fees	6,500	20,325	313%
Intergovernmental	200,955	282,829	146%
Interest and Rents	136,216	167,289	123%
Miscellaneous	224,493	205,946	92%
TOTALS	\$13,190,595	\$13,802,187	105%

General Fund expenditures are \$12,280,610 for FY 2017/18 Q4 which is 92% of the adopted budget. Chart 2 displays General Fund expenditures by department and as well as the percentage available. Fire Department expenditures are trending higher which is reflective of the increase in strike team activity during this fiscal year. However, offsetting savings were achieved throughout the various departments by: partial year vacant positions, lower than expected subsidy program participants, and disciplined fiscal stewardship by all departments. It is anticipated an additional \$200,000 will be posted to the General Fund leaving expenditures for FY 2017/18 as \$12,480,610 which is 95% of the adopted budget (this amount includes June 2018 attorney invoices, payment of outstanding FY 2017/18 invoices, payroll journal entries, and other miscellaneous journal entries needing to be complete). It is anticipated the City's FY 2017/18 General Fund expenditures will be approximately \$850,000 less than budgeted.

Chart 2 General Fund (Invoices paid through August 9, 2018)

Description	Budget	Encumbered	YTD Spent	Available Budget	% of Budget Available
Non-Departmental	1,793,667	3,925	1,591,377	198,365	11%
Council	268,884	16,702	258,734	(6,552)	(2%)
Administration	807,053	558	682,291	124,204	15%
Finance	420,853	22,545	334,766	63,542	15%
Attorney	470,000	-	360,039	109,961	23%
Planning/Building	1,405,220	189,304	1,095,058	120,858	9%
Library	973,376	27,428	825,925	120,023	12%
Parks & Recreation	203,395	2,000	181,665	19,730	10%
Fire	1,080,331	54,265	1,141,836	(115,770)	(11%)
Police	3,253,844	7,381	2,944,989	301,474	9%
Public Works	3,196,717	209,972	2,863,930	122,815	4%
Grand Total	13,873,340	534,080	12,280,610	1,058,650	8%

The estimated net position for the General Fund after close of FY 2017/18 is \$6,115,663, or 49%. The estimated FY 2017/18 surplus to the General Fund is approximately \$1.8 million.

Water Enterprise Funds

Water Enterprise revenue received is \$5,820,319 or 94% of the estimated total revenues for FY 2017/18. The revenue shortfall is due to the decrease in estimated water revenues following the adoption of the new water rates in November 2017. At the time of the mid-year budget review a line item should have been, but was not, included to reflect the planned estimated decrease of \$384,000 in water revenues. Based on the rates adopted in November 2017, the City is on-track with its revenue projections.

Water expenses are \$5,994,368 for Q4 FY 2017/18. Overall Water Fund spending is at 92% for the Fiscal Year and will come in under budget. As with the General Fund it is anticipated an additional \$40,000 will be posted to the Water Fund leaving expenses for FY 2017/18 at \$6,034,368 which is 93% of the adopted budget (this amount includes June 2018 attorney invoices, payment of outstanding FY 2017/18 invoices, payroll journal entries, and other miscellaneous journal entries needing to be complete). It is anticipated the FY 2017/18 Water Fund expenses will be approximately \$460,000 less than budgeted.

Chart 3 Water Fund (Invoices paid through August 9, 2018)

Description	Budget	Encumbered	YTD Spent	Available Budget	% of Budget Available
Non-Departmental	1,468,152	240	1,416,886	51,026	3%
Council	12,669		11,759	910	7%
Administration	253,400	558	197,605	55,237	22%
Finance	311,775	13,053	298,440	252	0%
Attorney	195,000	-	180,874	14,126	7%
Public Works	4,435,074	160,548	3,888,804	385,723	9%
Grand Total	6,676,070	174,399	5,994,368	507,274	8%

Although revenues were less than anticipated the debt ratio for the Water Fund is estimated to be 1.78, which is above the City's 1.20 requirement. The estimated fund balance for the Water Fund after close of FY 2017/18 is \$3,720,577, or 61%.

Wastewater Enterprise Funds

Wastewater Enterprise revenue received through August 9, 2018 is \$3,062,223, or 113% of the estimated total revenues for FY 2017/18. The higher than expected revenues is due to an overstatement of the revenue amount decreased during the FY 2017/18 mid-year budget report. Initially, revenues for the Wasterwater Fund were estimated to be \$3,243,199, at the time of the mid-year review staff lowered the estimated revenues by \$530,000. The lower than anticipated revenue amount was based off of a full fiscal year and should have been based off of a partial year. The actual amount the revenue projections should have been decreased was \$178,000 leaving an estimated revenue of \$3,065,199. Based on the corrected revenue estimate, the total estimated revenue is at 100%.

Wastewater expenses are \$2,874,849 for Q4 FY 2017/18 for invoices paid through August 9, 2018. Overall Wastewater Fund spending is at 89% for the Fiscal Year and will come in under budget. The lower than expected expenses are primarily due to: salary savings for vacant positions for a portion of the year, decrease in amount spent for process chemicals from the previous fiscal year, capital equipment not purchased, and funds allocated for machinery and equipment maintenance was not needed. As with the General Fund it is anticipated an additional \$35,000 will be posted to the Wastewater Fund leaving expenses for FY 2017/18 at \$2,909,849 which is 90% of the adopted budget (this amount includes June 2018 attorney invoices, payment of outstanding FY 2017/18 invoices, payroll journal entries, and other miscellaneous journal entries needing to be complete). It is anticipated the FY 2017/18 Wastewater Fund expenses will be approximately \$349,704 less than budgeted.

Chart 4 Wastewater Fund (Invoices paid through August 9, 2018)

Description	Budget	Encumbered	YTD Spent	Available Budget	% of Budget Available
Non-Departmental	1,245,375	240	1,195,467	49,668	4%
Council	12,669		11,739	930	7%
Administration	222,333	558	196,396	25,379	11%
Finance	264,749	12,302	236,272	16,175	6%
Attorney	30,000	-	17,696	12,304	41%
Public Works	1,587,151	89,625	1,217,278	280,248	18%
Grand Total	3,362,277	102,725	2,874,849	384,704	11%

The Debt Service ratio for the Wastewater Fund is estimated to be 5.0, well above the 1.20 requirement. The anticipated Debt Service ratio for the Wastewater Fund was estimated to be 3.1 at the end of FY 2018, the higher ratio is due to lower than anticipated expenses and debt not being taken out in FY 2017/18. Debt for the Wastewater utility is anticipated to be taken in FY 2018/19. The estimated Wastewater Fund balance after close of FY 2017/18 is \$872,777, or 38%.

St. Helena CARES Low Income Subsidy

The St. Helena CARES subsidy program currently has 106 participants. The subsidy for FY Q4 2017/18 is \$12,559.86. Funds for the St. Helena CARES Low Income Subsidy program are included in the adopted FY 2017/18 budget.

The St. Helena CARES provided a total of \$45,625.76 in financial assistance to St. Helena residents in FY 2017/18.

Leak Adjustment Subsidy

Leak subsidy for Q4 2017/18 totals \$2,571.16 for a combined excess of 424 units of water. There were 8 leak adjustments approved for Q4 2017/18; reasons for the leak adjustments are: leaking toilets, broken fittings and pipes, and irrigation system failure. Funds for the Leak Adjustment Subsidy program are included in the adopted FY 2017/18 budget.

The subsidy provided to residents in FY 2017/18 for leak adjustments is 27 leak adjustments totaling \$8,611.90.

FY 2017/18 Q4 Checks over \$100,000

Per staff recommendations on April 10, 2015, the Chart 5 is a list of checks over \$100,000 for Q4 FY 2017/18.

Chart 5 - Checks over \$100,000

Check #	Vendor	Check Date	Check Amount	Notes
101601	City of Napa	5/17/18	\$129,053.61	Purchase Water
101835	Michael Baker International	6/13/18	\$144,648.25	Upper York Creek Dam Project

FISCAL IMPACT

Contained in report.

RECOMMENDED ACTION

Receive and file the Q4 FY 2017/18 financial report.

ATTACHMENTS

[Presentation](#)



FY 2017/18 Q4 Finance Update - Unaudited

By: April Mitts, Finance Director

Finance Department

August 28, 2018 City Council Meeting



General Fund – Net Position

Ending Balance @ 6/30/2017 (unassigned)	\$4,344,086	
Estimated FY 18 Revenues	\$14,252,187	
Estimated FY 18 Expenditures	(\$12,480,610)	
Revenue Less Expenditures	\$1,771,577	
Estimated Unassigned Net Position	\$6,115,663	49%



Water Fund – Net Position

Ending Balance @ 6/30/2017	\$3,934,626	
Estimated FY 18 Revenues	\$5,820,319	
Estimated FY 18 Expenditures	(\$6,034,368)	
Revenue Less Expenditures	(\$214,049)	
Estimated Net Position	\$3,720,577	61%
Debt Ratio		1.78



Wastewater Fund – Net Position

Ending Balance @ 6/30/2017	\$720,403	
Estimated FY 18 Revenues	\$3,062,223	
Estimated FY 18 Expenditures	(\$2,909,849)	
Revenue Less Expenditures	\$152,374	
Estimated Net Position	\$872,777	38%
Debt Ratio		5.0



Subsidies

- St. Helena CARES Low Income Subsidy
 - 106 Participants
 - Q4 - \$12,560
 - FY 17/18 Total - \$45,626
- Leak Adjustment Subsidy
 - Q4 - 8 adjustments totaling 424 units of water
 - Q4 - \$2,571
 - FY 17/18 Total - \$8,612



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: New Business

Subject: Consideration and discussion of the existing no parking zone on Main Street that affects the residences at 1820, 1830, 1846, 1856, 1862 and 1872 Main Street

CEQA Determination: **Exempt from the requirements of CEQA pursuant to Section 15301, Class 1, which exempts the operation, leasing, or minor alteration of existing facilities**

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

Reviewed By:

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

On August 24, 2010, City Council adopted a Negative Declaration and Mitigation and Monitoring Program from the Las Alcobas Hotel Project. Included in the project description was the installation of a left turn lane into the project site from northbound Main Street (Highway 29), and establishing a no parking zone along Main Street south of Pratt Avenue. The affected residences of the no parking zone are 1820, 1830, 1846, 1856, 1862, and 1872 Main Street.

On September 22, 2015, City Council approved the proposed no parking zone and left turn alignment. At the same meeting, Council was provided an alternate alignment which eliminated parking on the opposite (west) side of the street. The alternate plan was determined infeasible because it would require changes to the southbound left turn lane pocket onto Pratt Avenue and would not be consistent with Caltrans standards for turn lane design. The modifications with the alternate design include a longer southbound left turn pocket and widening Main Street north of Pratt Avenue. This widening would also require modifying the existing bridge over York Creek, modifying the driveway to Beringer Vineyards, and impacted two elm trees within the Tunnel of Elms. The original staff report, plans, comment letters, and resolution are included in this report as Attachments 2 and 3 respectively.

DISCUSSION

In June 2018, the City Manager and Public Works Director met with the property owners of 1846 and 1856 Main Street to discuss their concerns with the current no parking zone. The property owners then followed up with a letter on July 10, 2018, requesting that the City reconsider the lane configuration and switch the no parking zone to the west side of Main Street (Attachment 1). City staff has since been in contact with the engineering consultant, RSA Civil, in order to gather additional information in the decision process that lead to the current lane configuration.

RSA stated that it's possible to submit the alternate plan to Caltrans requesting design exceptions (shortened left turn pocket, zero highway shoulder, and driveway modification), but there is no guarantee that Caltrans would agree. In addition, the alternate plan was not a complete design, but only engineered enough to determine the feasibility of the alignment. RSA estimated that the additional design work would cost up to \$30,000 in order to submit a complete design package with the design exceptions and construction estimate to Caltrans.

If City Council would like to proceed with the alternate design provided in 2015, City staff recommends utilizing the prior consultant to finalize the alternate design and submit it to Caltrans with a request to exempt their mandatory design standards. Any additional design needed to meet Caltrans requirements would be an additional cost. No construction estimates are available at this time.

FISCAL IMPACT

Funds have not been budgeted or identified for this work.

RECOMMENDED ACTION

Information and possible direction to staff

ATTACHMENTS

[Attachment 1: Property Owner Letter 1846&1856 Main Street](#)

[Attachment 2: September 22, 2015 Staff Report](#)

[Attachment 3: 2015-119 Designating a No Parking Zone Along East Side of Main Street](#)

[Attachment 4: 2015 Bridge-Elm Exhibit](#)

[Attachment 5: Extended Striping No Design Exceptions \(Widening Required\)](#)

[Attachment 6: Revised Striping with Design Exceptions \(Striping Only\)](#)

July 10, 2018

Mark Prestwich
City Manager
City of St. Helena
1480 Main Street
St. Helena, CA. 94574

Dear Mr. Prestwich,

I am writing to you about the red zone in front of 1846 and 1856 Main Street. My family owns those two properties. Our **quality of life** has been reduced, it is extremely **dangerous** for anyone to drive out of the driveways, and we have seen a decrease in property value.

We love to spend time at the 1846 home entertaining guests and extended family. There is a long history of friends dropping by for a visit. But with the red zone, guests can't park and pay us a visit. Although it may be possible for more than one car can park in the driveway, because of the tandem design, anyone who wants to come and go at any given time requires the last person and any other vehicles stacked behind to continually move their vehicle to allow for the other cars to move.

Those who dare park in the driveway, face a **dangerous** and illegal exit from it. As we understand, it is illegal to back out on to a California highway. Main Street is a major thoroughfare and at just the speed limit cars are travelling fast, not to mention that many drivers routinely exceed the speed limit. Never mind the guests and parties, my mother, the owner of the home, doesn't feel comfortable backing out. It is just too dangerous. However if one could determine that we are not being put into a dangerous situation each and every time we back out of the driveway, I would respectfully request specifics on what is the safe and reasonable allowance to deem the welfare of anybody backing onto the highway

The house at 1856 Main Street is a rental property for us. We recently lost a good tenant because of the red zone. There is a tandem driveway at the property as well and before the red zone they had always been able to manage the shifting of cars when need be because one could simply park on the street for a bit while the inner car exited. But with the red zone and no parking in front of the house, the residents can't shift a car to the street, so they would often be forced to load up their small children and drive around the block to let the inner car out. That burden became too much to bear and they moved out. Because of this the property doesn't have the value it had before the red zone.

As long as the red zone is in front of our properties, it will be a **continual nuisance**. Before its installation, had we been properly notified, we would have suggested that if the red zone is necessary along this stretch of road to accommodate a left turn lane for the hotel, that it should be located across the street. We still believe this is a far superior location for it. Depending on how you look at it, two very large properties front Main St. To our knowledge, the owners not only do not have an issue with a red curb, but they prefer to have a red curb there due to the abundance of employee overflow from the hotel. As we understand there were a few traffic safety engineer reports prepared before the red zone installation. One of which did call for the red zone to be on the opposite side of our homes. We would like to understand why that report would have been rejected. The red zone makes everyday life more difficult for those that live along it. From simple UPS deliveries (drivers will make deliveries, but will have to do things like straddle the sidewalk to park), to home maintenance and repair workers having nowhere to park and make materials drop-offs, the red zone makes life and work **difficult and unsafe** for all involved.

With a solution just across the street, we hope sharing our experiences will help bring a positive change for the lives of those along and near the red zone on Main Street.

Our family has owned property, loved and supported this town for over 30 years. With all the above being said, I would hope that each council and staff person involved with the decision making please consider what their feelings would be had this happen to them after loving and supporting this town for some 30 wonderful years. All I ask is that you take a moment and close your eyes and think about how would you feel if this happened to you.

Sincerely,

John Marshall

Cc: Erica Ahmann Smithies, Director, Public Works, City of St. Helena

Item No: 14



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

Agenda Section: New Business

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

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

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

Approved By: Jennifer Phillips, City Manager 

BACKGROUND

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

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

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

DISCUSSION

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

Item No: 14

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

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

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

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

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

ENVIRONMENTAL

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

Item No: 14

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

FISCAL IMPACT

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

RECOMMENDED ACTION

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

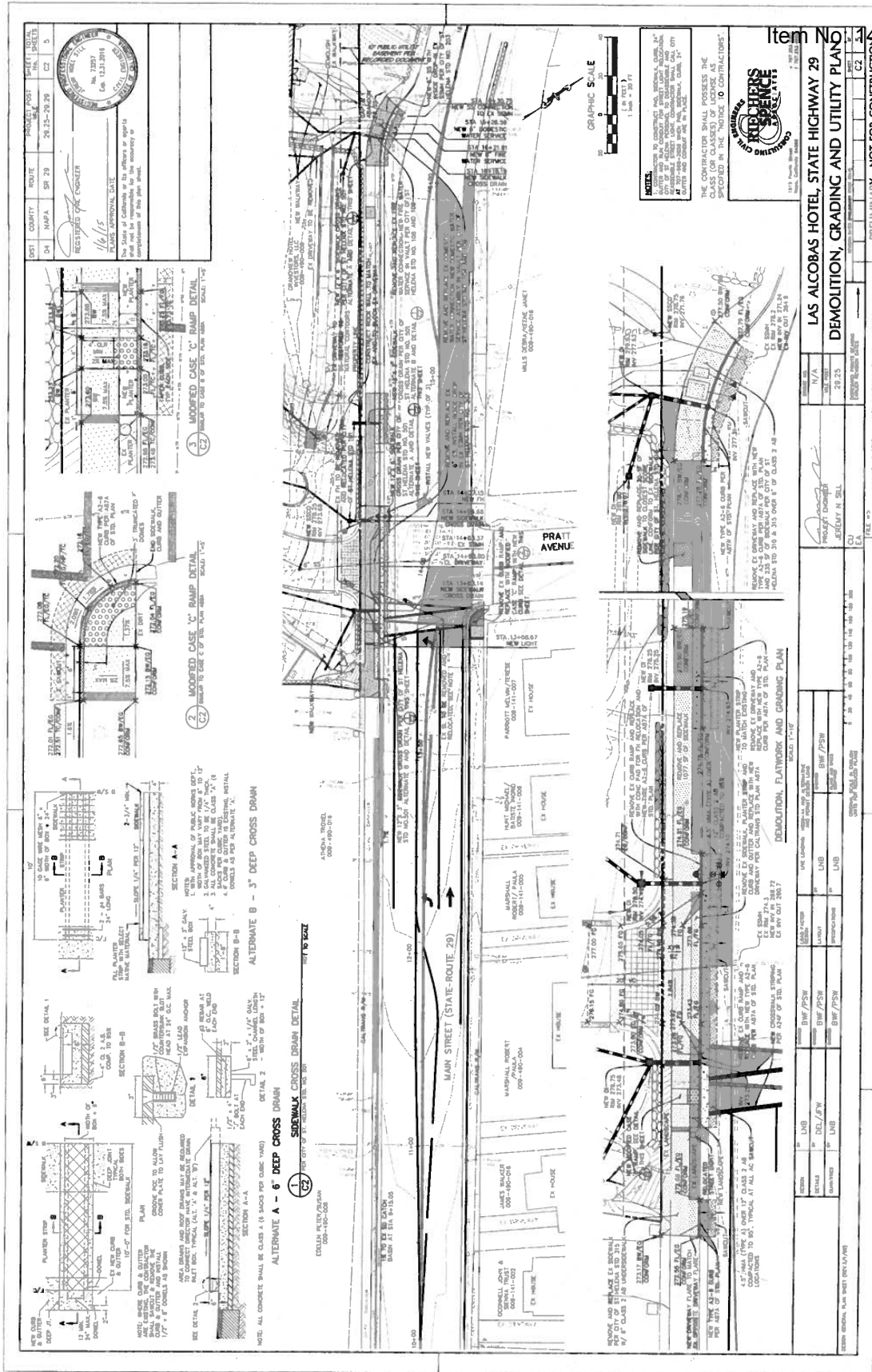
ATTACHMENTS

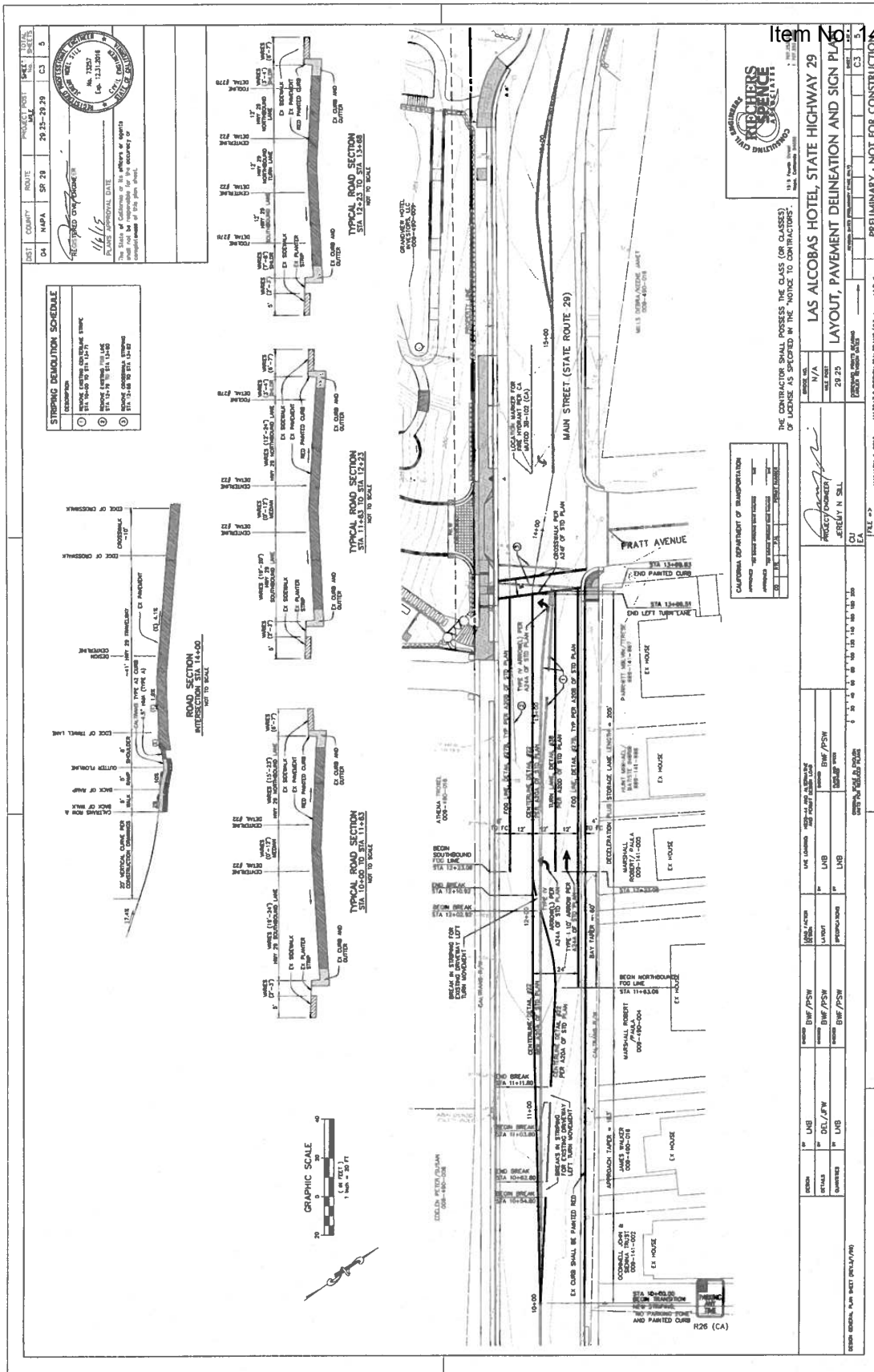
1. Location Map
2. Main Street Improvement Plans
3. Resident Letters
4. Alternative Alignment
5. Resolution
6. Addendum to the Adopted Mitigated Negative Declaration
7. Biologic and Wetland Evaluation prepared by Marcus Bole & Associates, June 26, 2015
8. Updated Traffic Report prepared by Crane Transportation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

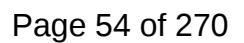
Item No: 14
ATTACHMENT 1

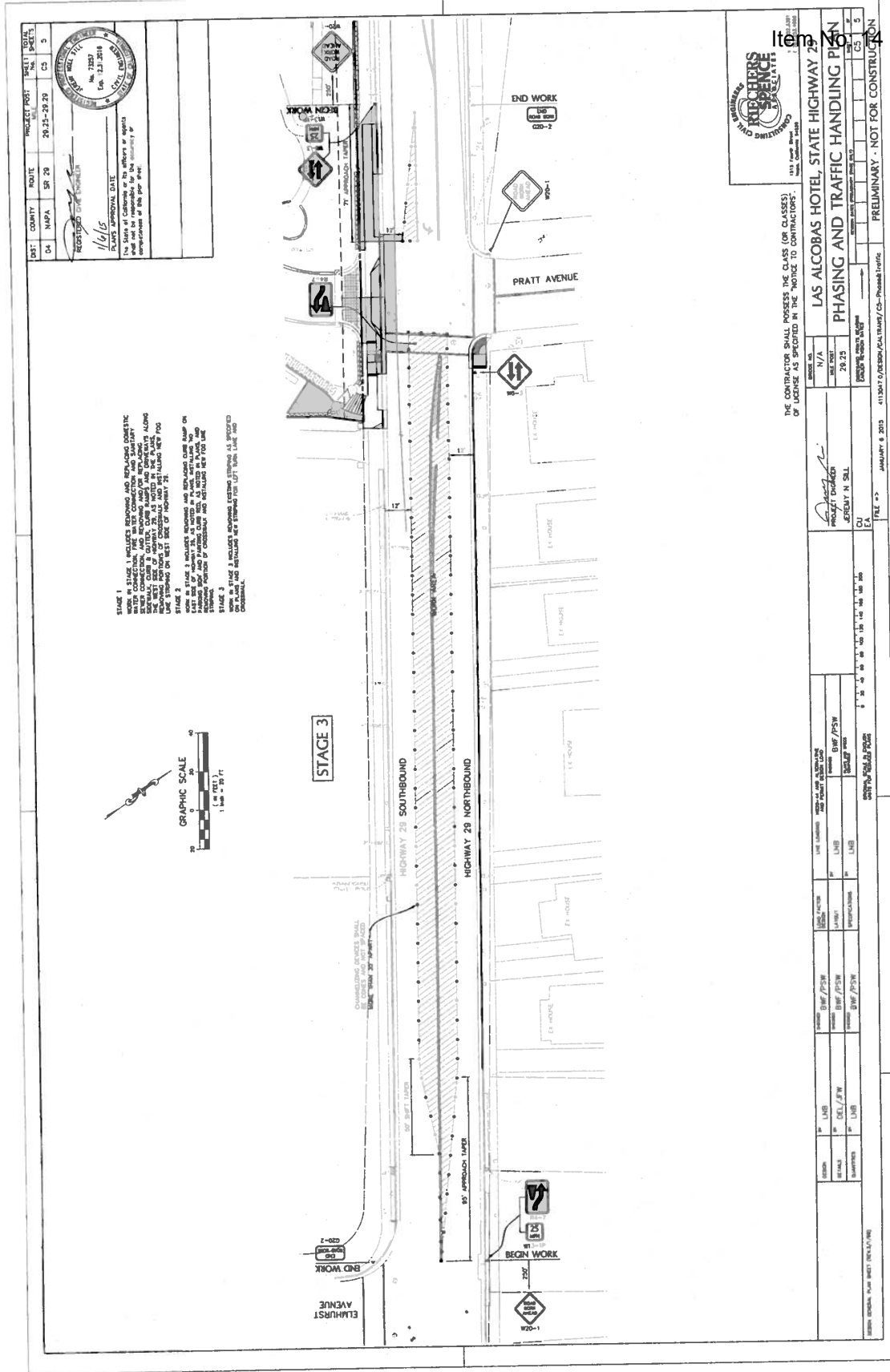


Page 51 of 270









Item No. 10.3

ATTACHMENT 3

Item No: 14

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

Hello Steven

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

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

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

Where are our guests/visitors suppose to park?

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

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

Thank you for your consideration.

Sincerely

Brad Mills

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

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

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

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

Item No: 14

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

Dear Steve,

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

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

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

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

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

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

Thank you,
Shannon

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

Item No: 14

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

Steve

Thank you for talking to me today.

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

Some of my concerns are:

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

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

Thank you for your time

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

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

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

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

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

Item No: 14

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

Dear Steven,

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

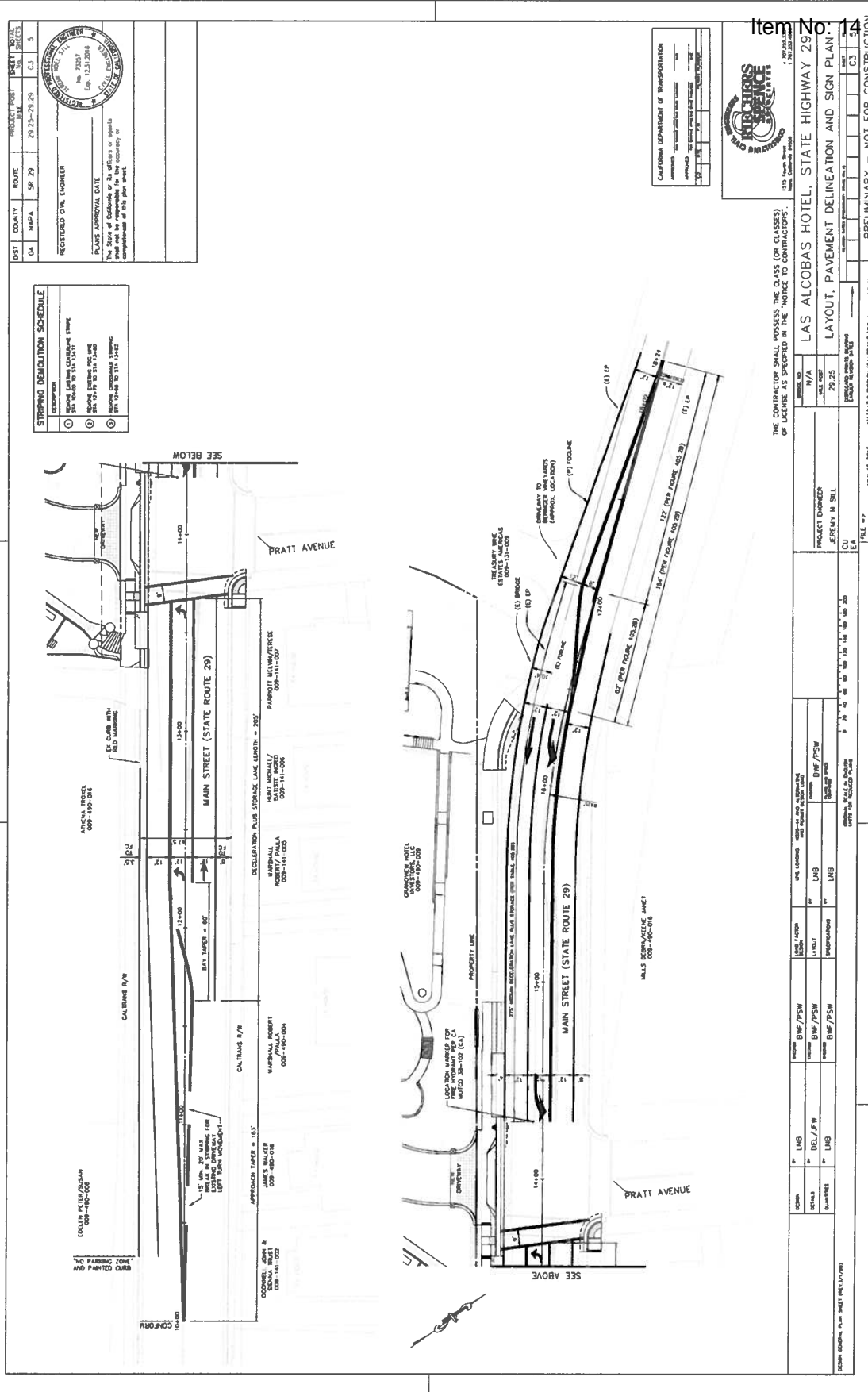
We are in favor of the no parking zone as it will make it safer as well for people turning from Pratt onto Main. There are currently a large number of near-misses on a daily basis due to visibility being obscured by parked cars.

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

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

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

ATTACHMENT 4



CITY OF ST. HELENA

RESOLUTION NO. _____

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

RECITALS

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

RESOLUTION

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

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

Item No: 14

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

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

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

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Black, City Clerk

ATTACHMENT 6 UPDATED
9/21/2015

ATTACHMENT 6



Las Alcobas Hotel

Initial Study/Mitigated Negative Declaration Addendum

Noah Housh

Planning and Community Improvement Director

September 11, 2015

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

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
 Initial Study

September 11, 2015
 Page 1 of 25

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



INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME: Los Alcobas Hotel Project

FILE NUMBER: PL14-037

SITE ADDRESS: 1915 Main Street

APN: 009-490-009

GENERAL PLAN: Service Commercial

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

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

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

PROJECT DESCRIPTION

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

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

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

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

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 2 of 25

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

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

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

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

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

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

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

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

Other portions of the approved project would not significantly change—the main historic building (the Acacia House) is in the process of being restored to serve as the main office with six guest rooms, guest rooms will be located in three free-

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 3 of 25

standing buildings along the north and west perimeters of the project site, a conference room will be constructed in the approximate center of the site, along with a restaurant and associated kitchen. A swimming pool and spa building will also be constructed as previously approved. No other changes are proposed.

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

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

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

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

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

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

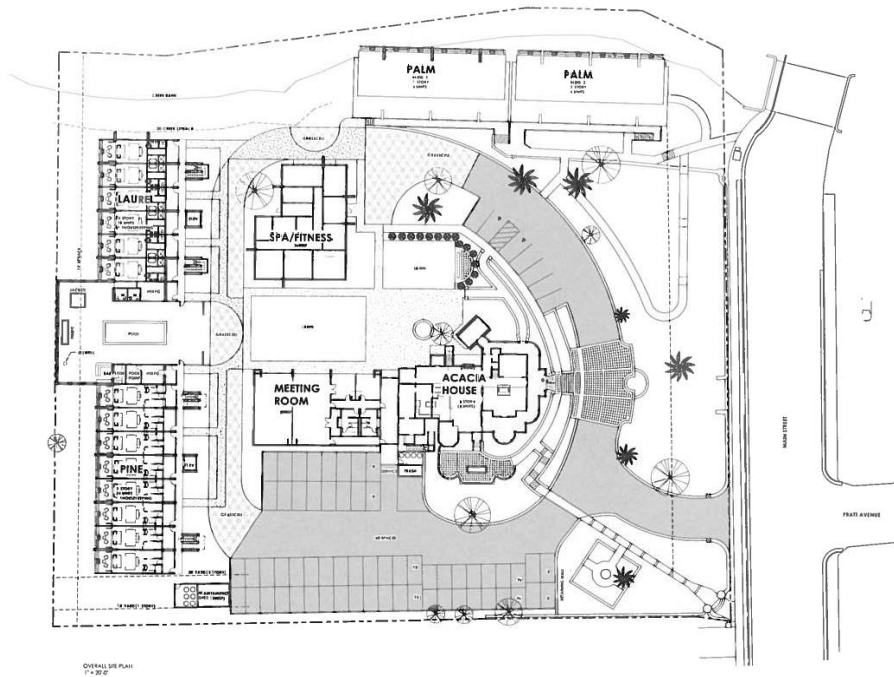
The project applicant will be required by the City to ensure that stormwater runoff is collected and transported off of the site in a manner consistent with City of St. Helena engineering standards and requirements. The project applicant is required to comply with City of St. Helena surface water quality requirements during building demolition, grading and construction through implementation of an erosion control plan. Long-term water quality features would also be installed as required by the City of St. Helena.

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

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 4 of 25



ENVIRONMENTAL SETTING

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

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

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

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 5 of 25



Las Alcobas Hotel

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

GENERAL PLAN AND ZONING

The City of St. Helena General Plan provides the vision for the community's natural and built environment through a series of goals and policies. To ensure that this desired vision is realized, the General Plan has been designed to be internally consistent and cross-referenced with other documents, including the City's Zoning Ordinance which guides, controls and regulates future growth and development in a sound and orderly manner through the implementation of General Plan Goals and Policies.

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

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

REQUIRED DISCRETIONARY ACTIONS

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

OTHER PUBLIC AGENCY REVIEW

In addition to the required City entitlements, an encroachment permit from CalTrans is required for work within the Main Street (HWY 29) right-of-way, which is under State of California jurisdiction.

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 6 of 25

DOCUMENTS INCORPORATED BY REFERENCE

CEQA Guidelines Section 15150 recognizes the desirability of reducing the volume of documentation necessary for environmental review and authorizes incorporation by reference any portion of relevant documents that provide general background to the environmental document. As such, this Initial Study incorporates the following documents, which were reviewed as part of the analysis of certain topical sections provided herein:

- City of St. Helena, General Plan Policy Document (1993 and amendments through 2008)
- City of St. Helena, Zoning Ordinance (1994 and amendments through 2008)
- Traffic Report by Crane and Associates
- Biologic Assessment from Marcus Bowles

Additional documents not reflected in this section are identified and analyzed within the Initial Study. These documents are available for review at the City of St. Helena Planning Department, 1480 Main Street, St. Helena, CA 94574 (707) 967-2792.

PURPOSE OF INITIAL STUDY

The fundamental premise on which CEQA is based is that environmental protection can be achieved through informing decision-makers and the public about a project's potential environmental effects and identifying ways to reduce them. As a public disclosure document, an Initial Study must identify all effects on the environment resulting from a project and indicate the manner in which these effects can be mitigated or avoided to a less-than-significant level. Where it is uncertain that a significant effect on the environment may occur, or where a significant effect is found to exist but cannot be mitigated to a less-than-significant level, an Environmental Impact Report (EIR) must be prepared.

ENVIRONMENTAL PROCEDURES AND CHECKLIST

This Initial Study presents a preliminary evaluation of the potential environmental impacts resulting from the project. The Initial Study was prepared in accordance with the California Environmental Quality Act (Public Resources Code Section 21000-21178.1) and the Guidelines for Implementation of the California Environmental Quality Act (Chapter 3, Title 14, California Code of Regulations (*CEQA Guidelines*)). This Initial Study considers all aspects of the proposed project, as required by Section 15063(a) (1) of the CEQA Guidelines¹.

The Environmental Checklist provided below, as contained in Appendix G of the CEQA Guidelines, was utilized to focus this Initial Study on the environmental factors that may be impacted or further impacted by implementation of the proposed project. Following each of the topical areas presented in the Environmental Checklist, a brief discussion is presented regarding the topical environment setting, the relevance of the proposed project to the topical environment setting, any and all potential impacts within the topical area and, as appropriate and mitigation measures necessary to reduce potentially significant impacts to a less-than-significant level.

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

No new impacts or mitigations were identified through this analysis, and therefore consistent with CEQA Section 15073.5, recirculation and/or re adoption of the document is not necessary. The revisions identified in this addendum are determined to be minor technical changes and do not rise to the level of change identified in Section 15162, which would require preparation of a Subsequent CEQA document.

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.

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 7 of 25

SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below identify "Potentially Significant Impacts" affected by this project, as indicated by the checklist on the following pages. However, as demonstrated in this Initial Study in the applicable topical sections mitigations are proposed for incorporation into the project that will reduce or eliminate these impacts to "Less Than Significant" or "No Impact."

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality/GHG
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION:

On the basis of information found in this initial evaluation, the City of St. Helena finds that:

- ☐ The proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed Project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects: a) have been analyzed adequately in an earlier Mitigated Negative Declaration (MND) pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier MND, including revisions or mitigation measures that are imposed on the proposed Project. **An Addendum to the 2010 Mitigated Negative Declaration will be prepared.**
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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

Date: September 11, 2015

ENVIRONMENTAL CHECKLIST

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

In addition, the following standard rules, generated from the CEQA Guidelines, apply when completing and reviewing the Environmental Checklist Form:

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 8 of 25

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
5. Earlier analysis may be used where an effect has been adequately analyzed in an earlier EIR or Negative Declaration. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This checklist is only a suggested form, and lead agencies are free to use different formats. However, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to a level of less-than-significant.

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

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 9 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
scenic highway?				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				✓
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				✓
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure pertaining to aesthetics. MM.1: The applicant shall prepare a lighting plan for review and approval of the Planning Commission prior to receipt of a building permit. <u>Discussion:</u> The 2010 MND found that construction of the proposed hotel complex on the site would result in less-than-significant impacts in terms of a substantial adverse impact on a scenic vista, substantial damage to scenic resources within a state scenic highway or significantly degrade the visual character or quality of the site. Much of the proposed project improvements would occur at the back of the site and would not be significantly visible from Main Street. The project frontage would largely remain landscaped in a manner similar to pre-project conditions and the retention and enhancement of the Acacia House as part of the project was identified as a community benefit. The 2010 MND noted that construction of the proposed lodging facility would increase visible light on the site which could be a significant impact. This impact was reduced to a less-than-significant level by adherence to the Mitigation Measure listed above. This measure has been met. <u>Conclusion:</u> There would be no new or more severe significant impacts with respect to the visual character of the project site or significantly degrade the visual character or quality of the site or light and glare impacts than was analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
2. AGRICULTURAL & FORESTRY RESOURCES. <i>Would the project:</i>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use or a Williamson Act Contract?				✓
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to a non-agricultural use or conversion of forestland to a non-forest use?				✓
<u>Discussion:</u> The 2010 MND found that approval and construction of the project would have no impact with respect to conversion of prime agricultural lands, conflict with a Williamson Act Contract or forestry resources. <u>Conclusion:</u> There would be no new or more severe significant impacts with respect to agricultural resources or forestlands than was analyzed in the 2010 MND and no new analysis is required.				
3. AIR QUALITY & GREENHOUSE GAS EMISSIONS. [Significance criteria established by the BAAQMD may				

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 10 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
be relied upon to make the following determinations] Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?				✓
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				✓
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				✓
d. Expose sensitive receptors to substantial pollutant concentrations?				✓
e. Create objectionable odors or dust affecting a substantial number of people?				✓
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure pertaining to air quality and greenhouse gasses. - MM 1: This measure required that construction and remodeling of the project be done in compliance with the California Green Building Code and other Green building practices that have been adopted by the City at time of building permit issuance. - MM 2: This required hotel management to provide hybrid or electric vehicle shuttle vehicles between the hotel and destinations within a 3-mile radius of the hotel. - MM 3: This mitigation measure required that all grading and construction equipment be shut down when not in use. - MM 4: Grading and excavation operations were prohibited during windy periods. - MM 5: Required that exposed soil services be sprinkled at least twice daily with non-potable water. - MM 6: Mandated that that demolition materials be properly managed to prevent the accumulation of dust that can degrade air quality. - MM 7: Required that reusable materials be recycled to the fullest extent practicable. - MM 8: Prohibited grinding of broken asphalt, concrete, wood or other materials on the site. - MM 9: Prohibited collection of materials, such as construction debris or loose dirt, within the adjacent public right-of-way. - MM 10: This measure required all haul trucks using the site to maintain an adequate freeboard when leaving the site. - MM 11: Required hydroseeding or application of similar soil stabilizer to construction areas that remain inactive for a period of 10 days or more to reduce accumulation of dust. - MM 12: Mandates that the property owner comply with Bay Area Air Quality Management District requirements, City demolition permit requirements and to obtain permits from the BAAQMD. <u>Discussion:</u> The 2010 MND noted that demolition of existing buildings on the site, construction and operation of the proposed lodging facility would generally have a less-than-significant impact on the environment in terms of air quality and greenhouse gas emissions. This included possible conflicts with the regional air quality plan, result in contribution of cumulative considerable air pollutants, expose sensitive receptors to substantial pollutant contributions or emit significant odors. With adherence to the twelve air quality and greenhouse gas emissions, summarized above, violations of air quality standards were reduced to a less-than-significant level. The Bay Area Air Quality management District (BAAQMD) recently (2011) established minimum screening standards for development projects determine, if based on the relatively small size of a project, such projects would not generate significant quantities of air pollutants or greenhouse gasses. These screening standards are shown on Table 3-1 of the District's <u>2011 California Environmental Quality Act Air Quality Guidelines</u>. The table shows that hotels containing 83 rooms or fewer fall below the District's threshold for emitting potentially significant air pollutants or greenhouse gasses. Since the proposed project would contain up to 70 rooms, the project would not emit significant air pollutants or greenhouse gasses. The project applicant has complied with or is complying with each of the above measures.				

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 11 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
<u>Conclusion:</u> There would be no new or more severe significant impacts with respect to air quality or greenhouse gas emissions than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous air quality and greenhouse gas emission mitigation measures.				
4. BIOLOGICAL RESOURCES. Would the proposal result in:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?				✓
c. Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✓
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure pertaining to biological resources. - MM 1: Modifications to the bank of York Creek required submittal of plans to the City and approval by both the City and the California Department of Fish and Game (now California Department of Fish & Wildlife). If necessary, approval of grading within York Creek by the US Army Corps may required. - MM 2: Required approval of a grading and drainage plan by the St. Helena Public Works Department before issuance of a grading permit. - MM 3: This mitigation measure required the applicant to obtain necessary approvals from the Regional Water Quality Control Board prior to commencement of grading operations. - MM 4: The applicant shall meet all state and federal requirements related to discharge of stormwater into local creeks. - MM 5: Required the applicant to incorporate Best Management Practices (BMPs) into the design of the project that are include but are not limited to covering of trash enclosures, proper collection of kitchen grease, providing secondary containment of outdoor stored materials, incorporation of efficient irrigation to minimize overspray, appropriate sweeping of paved surfaces and driveways including cleaning of drainage catch basins. - MM 6: Mandated that that the project developer shall record a long-term maintenance agreement with the City for any structural stormwater devices. - MM 7: Required the installation of permanent erosion control measures be place on all slopes as well as temporary erosion control until vegetation can be established. Grading on the site is limited to April 15 to October 15. - MM 8: Mandated that all construction activities that minimizes pollutants entering the public storm drain system or local groundwater. The project developer is required to pay for any testing, cleanup or City costs related to this issue. - MM 9: Required that demolition materials and solid waste materials be properly managed to prevent accumulation of dust that can degrade water quality. The site shall be cleaned on a daily basis and materials properly placed in dumpsters for removal. - MM 10: Required that the retaining wall located between the Palm Building and Laurel Court be eliminated or relocated outside of the bank of York Creek. <u>Discussion:</u> Impacts of project construction on candidate, sensitive and other plant and wildlife species, riparian habitat, wetlands and movement of wildlife species through the site was found to be potentially significant in the 2010 MND. Adherence to the				

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 12 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
mitigation measures identified above reduced biological resource impacts to a less-than-significant level. The current project has been designed with generally the same building footprint as was approved in 2010. The additional lodging rooms would be constructed in upper floors of approved buildings so that no new undeveloped portions of the site would be disturbed. <u>The previously adopted Mitigated Negative Declaration and February 2015 Addendum did not include any discussion of the required lift station modifications and the extension of an 6" sewer line within a 10" containment pipe to serve the Las Alcobas project. The approximate location of the sewer line is identified below.</u>				
 ND: SITE PLAN				
<u>A Biological and Wetland Evaluation was conducted for this element of the project by Marcus H. Bole and Associates (attached) which included analysis for impacts to any special status plant and wildlife species as well as a jurisdictional wetland and riparian habitat evaluation. This analysis did not identify any impacts to any special status or listed plant or animal species. Further, no impacts to jurisdictional wetlands or riparian habitats. Recommendations to include BMPs to address soil erosion and sediment infiltration identified in this report, were previously included as conditions of project approval and are therefore seen as informational and not substantive change or new mitigation and therefore the existing analysis and conclusion is determined to be adequate and appropriate under CEQA.</u> The applicant has complied or will be complying with all of the 2010 biological resource mitigation measures. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to biological resources than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
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				✓

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 13 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
formal cemeteries?				
Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to cultural resources. - MM 1: Required the applicant to comply with the recommendations of the Architectural Resources Group historic resources report dated August 2005 when remodeling the Acacia House. - MM 2: Mandated that work near an archeological resource identified on the site be halted until the resource can be evaluated by a qualified archeologist. Recommendations made by the archeologist shall be followed by the project developer. Discussion: The 2010 MND found a potentially significant impact with respect to a significant change to an historic resource, specifically, the proposed remodeling of the 1907-era Acacia House on the site. A previous project applicant commissioned an report by a qualified architectural historian (Architectural Resources Group-ARG) to prepare a strategy for renovating the Acacia House in a manner that would be consistent with the Secretary of The Interior Standards of Rehabilitation. This report satisfied Mitigation Measure 1 of the 2010 MND. Work is currently proceeding to renovate the house, so that this topic remains less-than-significant. The project site is located adjacent to York Creek, which generally indicates that the site has a moderate to high potential for archeological, Native American or similar cultural resources to be found. The applicant has complied with Mitigation Measure 2 to ensure this impact would be less-than-significant. The applicant has complied or will be complying with all of the 2010 cultural resource mitigation measures. Conclusion: There would be no new or more severe significant impacts associated with the current project with respect to cultural resources than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Pub. 42)				✓
ii) Strong seismic ground shaking?				✓
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?				✓
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse)?				✓
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
Previous Mitigation Measure: The 2010 MND contained the following mitigation measure pertaining to geology and soils. - MM 1: Recommendations included in the soils and geotechnical investigation submitted with the application shall be incorporated into all design and construction plans. The geotechnical engineer shall sign all improvement plans. assume inspection for work and certify to the City prior to acceptance that the work complies with recommendations. - MM 2: Required approval of a grading and drainage plan by the St. Helena Public Works Department before issuance of				

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 14 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
a grading permit. - MM 3: This mitigation measure required stormwater runoff to be directed to a subsurface or a properly surfaced in-street drainage system to avoid runoff of topsoil and soil erosion. - MM 4: All construction shall meet Uniform Building Code regulations for seismic safety. - MM 5: Required installation of permanent erosion control measures on all slopes. Temporary erosion control shall be installed until vegetation can be established on graded slopes. - MM 6: Unless otherwise allowed by the City, grading shall be limited to the period of April 15 to October 15. <u>Discussion:</u> The 2010 MND found that impacts of the project related to seismic activity, landslides and effects of expansive soil were less-than-significant. There were potentially significant impacts with respect to the potential for substantial erosion or loss of topsoil from the site. This impact was reduced to a less-than-significant level with adherence to the mitigation measures listed above. The current proposal has disturbed approximately the same amount of the site for buildings, parking, driveways, amenities and similar features as allowed in the approved plans. No new or more severe impacts are therefore anticipated with respect to soils or geotechnical impacts. The applicant has complied or will be complying with all of mitigation measures imposed to reduce soil erosion to a less-than-significant level. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to geological and soil topics than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				
7. Hazards and Hazardous Materials				
a. Create a significant hazard to the public or the environment through the routing, transport, use or disposal of hazardous materials?				✓
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				✓
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measures related to hazards and hazardous materials. MM 1: Required City approval of a plan for the storage of hazardous materials on the site, including but not limited to				

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 15 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
fuel, oil, paints, solvents, fertilizers, etc. The Plan shall include an identification of the types of materials to be stored on the site, their intended use during construction, a schedule for use on the site and the method of storage so as not to the susceptible to water infiltration. MM 2: Required that, in the event of a hazardous spill, both the City Fire Department and the State Office of Emergency Services shall be contacted. <u>Discussion:</u> The 2010 MND found potentially significant impacts with the storage and use of potentially hazardous materials on the use as part of the construction process. With adherence to the above mitigation measures, this impact was reduced to a less-than-significant level. No impacts were identified with respect to handling hazardous materials near an existing or proposed school, location near a public or private airport or airstrip or the potential for exposure to wildfire. The current proposal includes the same type of land use as the approved project and would use approximate the same types and quantities of construction materials as was previously analyzed. The applicant has complied or will be complying with all mitigation measures imposed to reduce hazardous materials impacts to a less-than-significant level. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to hazards and hazardous materials than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous hazardous materials mitigation measures.				
8. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?				✓
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e) Create or contribute runoff water which would exceed the 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?				✓
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure pertaining to hydrology and water				

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 16 of 25

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

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 17 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure pertaining to land use and planning. - MM 1: Required the owner/applicant to pay a housing fee of approximately \$40,000 (the exact amount to be calculated at the time of building permit issuance). t mitigate the housing impact of jobs to be generated by the hotel use.. - MM 2: The project owner/applicant shall make a \$750,000 contribution to the City's Housing Trust Fund prior to issuance of a building permit to mitigate the loss of 22 affordable studio apartments. The preference is that the contribution be earmarked for a non-for-profit housing developer to building affordable housing in the City. - MM 3: Required the owner/applicant to provide relocation assistance for any residence living in the facility prior to start of construction. <u>Discussion:</u> The 2010 MND found that construction and operation of the project would have no significant effects on land use, including physical division of a community, conflicts with an applicable land use plan or conflict with a habitat conservation plan. However, construction of the proposed lodging facility would result in potentially significant impacts with respect to the City's stock of housing affordable to lower income households. This impact was mitigated by requiring the project applicant to contribute to the City's Housing Trust Fund to assist in funding off-site affordable housing. The proposed project is very similar to the proposed project, although the number of dwellings would be increased from 57 to 70. The project site remains self-contained and no established communities would be divided. The applicant has not requested any changes to the St. Helena General Plan that would affect a land use plan or policy that provides environmental protection. No Habitat Conservation Plan would be affected with the project. The current project applicant is required to make a financial contribution to the City's Housing Trust Fund as mandated by the previous MND. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to land use than were analyzed in the 2010 MND and no new analysis is required. The project developer will be required to comply with previous mitigation measures contained in the 2010 MND.				
10. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓
<u>Discussion:</u> a. The St. Helena General Plan does not identify the presence of mineral resources on the project site. b. No locally important mineral resources are located on the site as identified in the General Plan. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to land use than were analyzed in the 2010 MND and no new analysis is required.				
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				✓
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				✓
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project				✓
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 18 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
e. For a project located within an airport land use plan, would the project expose people residing or working in the project area to excessive noise levels?				✓
<u>Previous Mitigation Measure:</u> The 2010 MND contained the following mitigation measure dealing with noise impacts. - MM 1: Required the project developer to limit construction to the hours of between 7 am to 6 pm. Exceptions may be granted by the City's Public Works Director. - MM 2: Construction equipment is required to have state-of-the-art muffler systems that are properly maintained. - MM 3: Noisy construction stationary equipment shall be placed away from developed areas on and off the project site. - MM 4: Grading and construction equipment shall be shut down when not in use. <u>Discussion:</u> The 2010 MND noted that primary sources of noise on and near the project site included auto and truck traffic on nearby roads. Limited on-site noise was documented, primarily noise from recreational facilities. Future noise sources were anticipated to include additional on-site traffic and noise generated by on-site special events. These special events would include 12 special events per year with a maximum of 97 attendees at most events, but three special events would allow up to 125 attendees. Noise from special events were found not to be significant since noise increases would be consistent with normal noise within a typical urban area. The 2010 MND found that short-term construction noise would be potentially significant and the mitigation measures listed above were applied to reduce this impact to a less-than-significant level. The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. The proposed small increase would not significantly increase as a result of adding proposed lodging units. The number of special events and attendance at these events would not change from the number currently approved. The applicant has complied or will be complying with adopted noise mitigation measures. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to noise than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous noise mitigation measures.				
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads and other infrastructure)?				✓
b. Displacing substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
<u>Discussion:</u> a. The project does not include a housing component that would include a population increase in the community. No impacts would result with respect to this impact. b. The project site is occupied by an historic house which is being renovated. Construction of lodging on the site is underway consistent with approved plans. No housing would be displaced by the proposed project. c. Refer to (b) above. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to population and housing than was analyzed in the 2010 MND and no new analysis is required.				
13. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities,				

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 19 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including:				
i) Fire Protection?				✓
ii) Police Protection?				✓
iii) Schools?				✓
iv) Parks?				✓
v) Other Public Facilities?				✓
<u>Discussion:</u> The 2010 MND documented that adequate fire and police protection was available to serve the proposed project as well as other City services. All buildings would be equipped with fire sprinklers and fitted with smoke detectors, fire extinguishers and exit signs. The applicant will be required to pay impact fees, including school impact fees. Impacts to public services were found to be less-than-significant and no mitigation measures were required. The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. The proposed small increase would not significantly increase demand for public services as a result of adding proposed lodging units. Costs to provide additional services associated with the increase in lodging units would be off-set by payment of additional impact fees and long-term tax revenues to the City of St. Helena. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to public services than were analyzed in the 2010 MND and no new analysis is required.				
14. RECREATION. Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
<u>Discussion:</u> The 2010 MND concluded that the proposed project would not adversely impact recreational facilities that serve the local population and would not require construction of new or expanded local recreational facilities. The project was noted as having the potential to provide limited special events for the community. The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. The proposed small increase would not increase demand for parks and recreational facilities, the same as noted in 2010. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to recreation than were analyzed in the 2010 MND and no new analysis is required.				
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				✓
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				✓

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

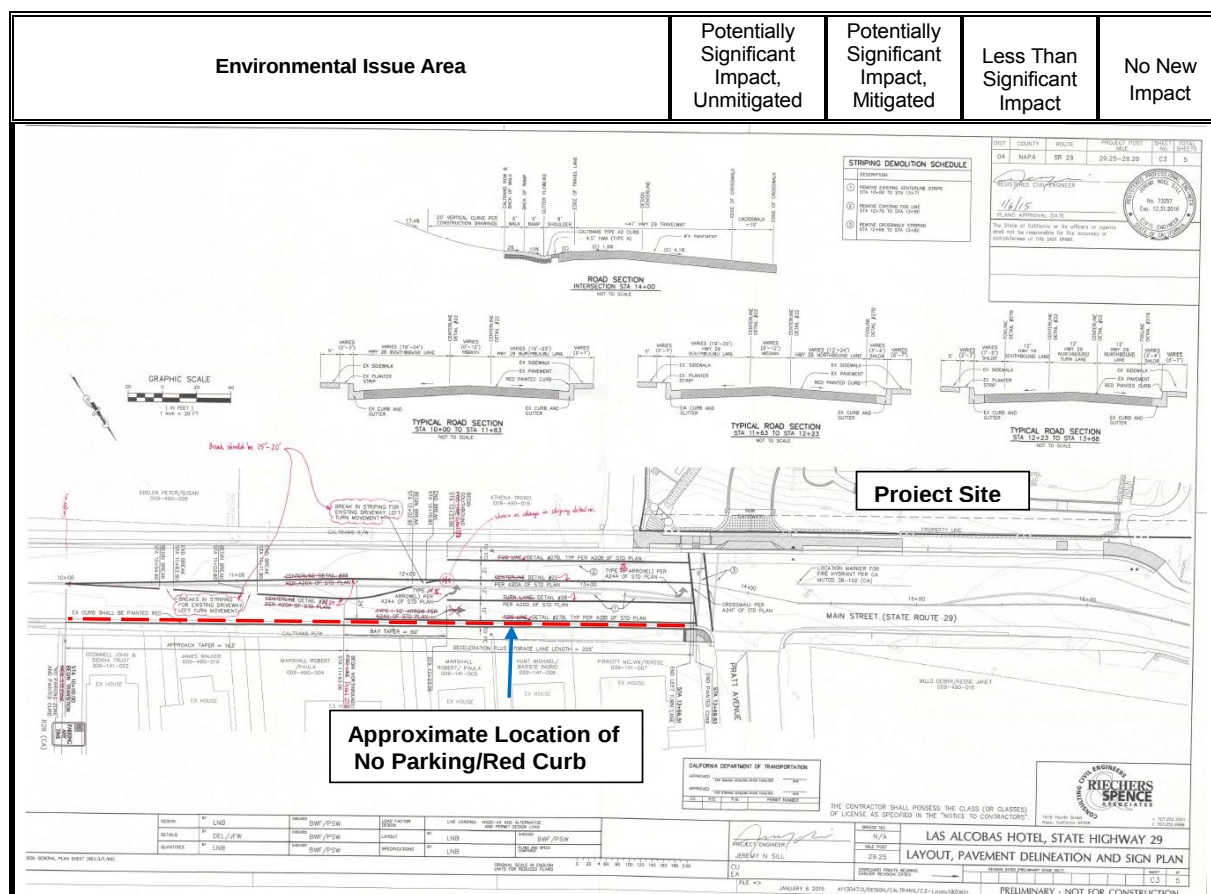
September 11, 2015
Page 20 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?				✓
e. Result in inadequate emergency access?				✓
f. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
<u>Previous Mitigation Measures:</u> The 2010 MND contained the following mitigation measure dealing with transportation and traffic impacts. - MM 1: Required that all required public frontage and street improvements be designed and built in accordance with approval from the California Department of Transportation in cooperation with the St. Helena Public Works Department. - MM 2: Required the project developer to enter into a deferred improvement agreement with the City to participate in a future for the design and installation of a traffic signal at Pratt Avenue and Main Street, should this improvement be needed in the future. - MM 3: Required the project developer to implement the recommendations of the 2005 project traffic report prepared by Crane Transportation Group dated November 2003 and Addendum (2005) prior to receipt of a final permit. - MM 4: Required the project applicant to provide a minimum of 57 on-site parking spaces based on a minimum of 1 space per room. - MM 5: Required the project applicant to prepare and implement a Traffic Control Plan to deal with on-site construction and truck traffic. This Plan shall be approved prior to issuance of a building or grading permit. <u>Discussion:</u> In terms of transportation and traffic, the 2010 document found that operation of the lodging facility would generate approximately 31 peak hour trips on a typical Friday afternoon peak hours and approximately 35 peak hour trips would be generated on weekends. No significant impacts were found in terms of added congestion at the nearby Madrona Avenue and Main Street. The MND stated that the Level of Service was expected to be at least a level "B" with or without the proposed project. The project included a left-hand turn lane for motorists traveling north-bound into the site which would provide a more efficient movement of vehicles and limit vehicle queuing on Main Street. The project applicant also proposed to consolidate two existing site driveways into a single drive to align with the intersection of Main Street and Pratt Avenue. This measure would provide for an orderly intersection and would improve sight-line conditions for motorists exiting the site. Construction traffic associated with the project was deemed to be potentially significant, and the 2010 MND contained a mitigation measure that required the project applicant to prepare and implement a Traffic Control Plan to accommodate construction vehicles in a manner that would cause the least disruption to local traffic patterns. The current project would include the same type of development as permitted in 2010, but with an additional 13 lodging units. Based on an industry standard trip rate of 0.49 PM peak hour trips from a hotel room (Institute of Traffic Engineers <i>Trip Generation</i>, 9th edition). The current project would generate an estimate 6 new PM peak hour trips from the approved (current) project. The 2012 Hunter project DEIR notes that the operation of the Fulton Lane/Main Street intersection is anticipated to operate at LOS B into the year 2030. Therefore, the addition of 13 rooms to the current project would not result in a significant impact to short-term or cumulative traffic conditions. The applicant has complied or will be complying with all existing traffic and transportation mitigation measures to ensure that construction impacts and impacts associated with traffic safety would continue to be less-than-significant. <u>However, in April of 2015 the applicants representative submitted to CalTrans for an encroachment permit to allow the work in the Highway 29/Main Street Right-of-Way (ROW) to be conducted, including curb, gutter and pavement improvements, striping work and utility connections. In response, CalTrans requested additional information be provided including an updated Traffic Impact Study and revised CEQA document implementing the recommendations and findings of the Traffic Report. Further, the comment letter from CalTrans identified several revisions to the Encroachment Plan Set required to be able to approve and issue the requested permit. These included additional information on the striping and proposed improvements (identified below), as well as City Council approval of the No Parking/Red-Curb prohibitions along Highway 29/Main Street.</u>				

ATTACHMENT 6 UPDATED 9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 21 of 25



In response, the applicant had an updated Traffic Impact Report conducted by Crane and Associates, completed May 29, 2015 (attached). The analysis and findings of this document identify that the proposed design of the traffic and circulation infrastructure Serving the project is adequate and will maintain Level of Service (LOS) A for left turn Hwy 29/Main Street left turn movement during all weekday and Saturday peak traffic hours for Existing + project conditions. Further, this analysis finds that an acceptable LOS B will be maintained for left turn Hwy 29/Main Street left turn movement for year 2030 Cumulative + Project conditions.

Conclusion:

There would be no new or more severe significant impacts associated with the current project with respect to traffic and transportation than were analyzed in the 2010 MND. The proposed turn-lane length of 150-feet is adequate to maintain all LOS levels identified and discussed above, even under (potential) future conditions with the Highway 29 and Pratt Avenue intersection being signalized. The current project developer is required to adhere to all previous transportation mitigation measures and the specific CalTrans design criteria for work in the Highway 29/Main Street ROW. The previous traffic impact analysis and mitigation continue to be adequate to mitigate any project specific impacts to less than significant levels.

16. Utilities and Service Systems. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 22 of 25

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No New Impact
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?				✓
<u>Previous Mitigation Measures:</u> The 2010 MND contained the following mitigation measures with respect to Utilities and Service Systems • MM 1: Required that the project developer to ascertain the location of all underground utilities and design underground utilities to avoid disruption these systems. • MM 2: Required that water and energy conservation measures be incorporated into the design of the project in accordance with applicable codes and ordinances. • MM 3: Required that the project be connected to the City's potable water and sanitary sewer systems. The existing on-site well shall be protected from contamination and include installation of a City-approved backflow device • MM 4: Required the project be designed and built in accordance with City standards dealing with conveyance of stormwater. • MM 6: Required the project developer to use a franchised solid waste hauler during project demolition and construction to remove all solid waste. If solid waste is self-hauled, an appropriate landfill must be used. • MM 7: Source separation shall be implemented for wood waste material for recycling. • MM 8: Required the project developer to submit and have approved a source reduction plan that meets City requirements. • MM 9: A recycling and solid waste enclosure shall be provided in accordance with City standards. • MM 10: The project applicant is required to pay all water and sewer impact fees associated with increase in water use or the generation of wastewater. • MM 11: The applicant shall install a new 6-inch diameter force main with a 10-inch containment pipe from the Crinella pump station to the existing sewer system at the intersection of Railroad Avenue and Fulton Lane. <u>Discussion:</u> The 2010 MND found that, generally, construction and operation of the hotel project would result in less-than-significant impacts with respect to utilities and service systems. A potentially significant impact was identified with respect to use of potable water. The project applicant proposed to use an on-site water well for irrigation of exterior landscape; however, City potable water would be used for interior water demand. The City approved a Water Agreement with the applicant in 2008 that allows the City of St. Helena to provide up to 2,082,432 gallons of water per year to the approved project. The current applicant will be required to implement on-site water savings as part of the project to ensure that the terms of the Water Agreement are met. A revision to the existing Water Agreement may be requested. <u>In addition, the required re-construction of an existing sewer lift station and installation of new 6" sewer lines to serve the project site are not identified as having any potential for significant impacts. The wastewater treatment plant has adequate capacity for the additional effluent resulting from the proposed project and the re-construction of the existing lift station serving the project site and the extension of the sewer line to convey wastewater from the project were not identified as creating any significant environmental impacts under CEQA.</u> The applicant has complied or will be complying with all existing utility mitigation measures to ensure that construction impacts and these impacts will remain less-than-significant. <u>Conclusion:</u> There would be no new or more severe significant impacts associated with the current project with respect to utilities and service systems than were analyzed in the 2010 MND and no new analysis is required. The current project developer is required to adhere to all previous mitigation measures.				

ATTACHMENT 6 UPDATED
9/21/2015

Loa Alcobas Project File PL14-037
Initial Study

September 11, 2015
Page 23 of 25

Environmental Issue Area	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?				No
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?				No
c. Does the project have impacts which are individually limited, but cumulatively considerable? (<i>"Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in conjunction with the effects of past projects, the effects of other current projects and the effects of probable future projects.</i>)				No
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				No

Attachments:

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

ATTACHMENT 6 UPDATED
9/21/2015

*Loa Alcobas Project File PL14-037
Initial Study*

*September 11, 2015
Page 24 of 25*

Item No. 14
ATTACHMENT 7

Marcus H. Bole & Associates
An Environmental Consulting Firm

July 26, 2015

Presidio Companies
Attn: Mr. Guneet Bajwa
1011 10th Street
Sacramento, CA 95814
Delivered by email: gbajwa@presidioco.com

and

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

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

INTRODUCTION

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

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

FINDINGS

Special Status Plant and Wildlife Species:

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

Item No: 14

Jurisdictional Wetland and Riparian Habitats:

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

Recommendations:

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

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

Respectfully Submitted:



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

Attachment:

Site Map provided by Cunningham Engineering

[illegible]

Item No: 14

ATTACHMENT 8

TRAFFIC IMPACT REPORT

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

May 29, 2015

Prepared for: Caltrans District 4

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

I. INTRODUCTION

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

II. SUMMARY OF FINDINGS

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

III. PROPOSED PROJECT

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

The Las Alcobas hotel will have the following features.

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

IV. EXISTING CONDITIONS (WITHOUT PROJECT)

A. ROADWAYS

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

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

B. VOLUMES

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

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

V. GENERAL PLAN BUILDOUT VOLUMES (WITHOUT PROJECT)

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

VI. PROJECT TRIP GENERATION & DISTRIBUTION

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

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

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

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

A. LEVEL OF SERVICE

1. Analysis Methodology

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

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

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

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

2. Existing and Year 2030 Cumulative + Project Operation

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

B. SIGNAL WARRANT EVALUATION

1. Analysis Methodology

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

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

Item No: 14

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

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

2. Existing and Year 2030 Cumulative + Project Results

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

C. REQUIRED LENGTH OF NORTHBOUND LEFT TURN

1. Analysis Methodology

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

2. Results – Unsignalized Operation

a. Existing + Project Conditions

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

b. Year 2030 Cumulative + Project Conditions

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

Item No: 14

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

3. Results – Signalized Operation

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

D. PROPOSED LEFT TURN LANE DESIGN

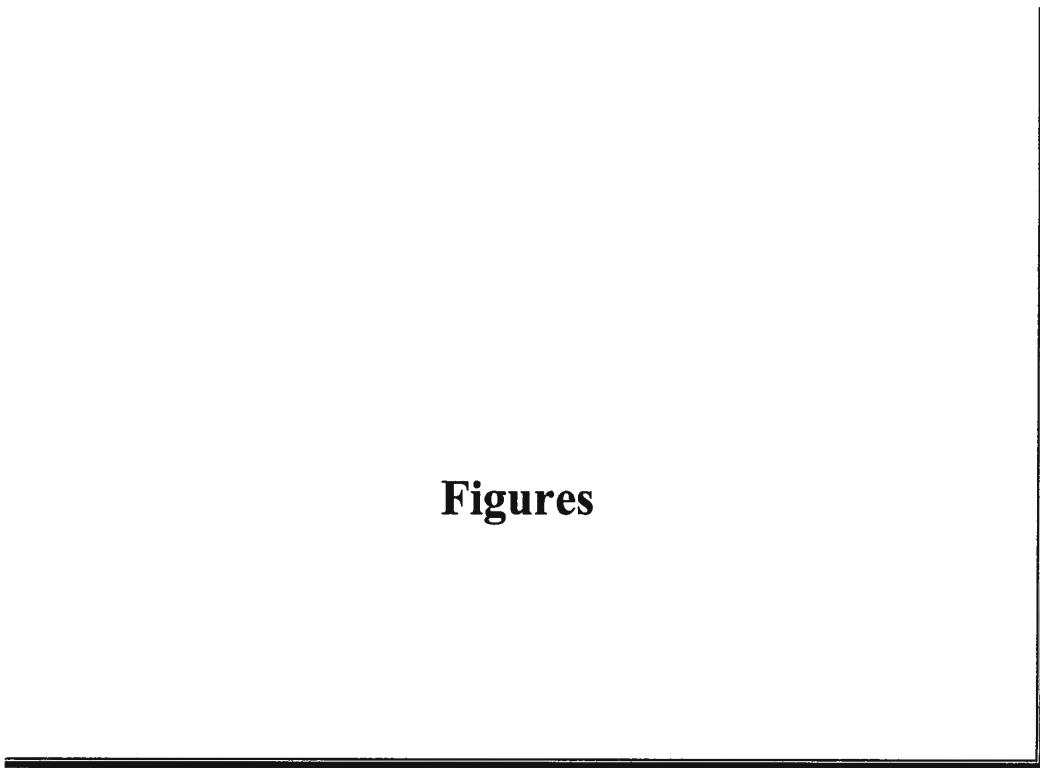
The project applicant's civil engineer, Riechers Spence Associates, has prepared a design¹ for the proposed northbound left turn lane with a length of 150 feet. This length would be more than adequate to accommodate the projected maximum storage demand.

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

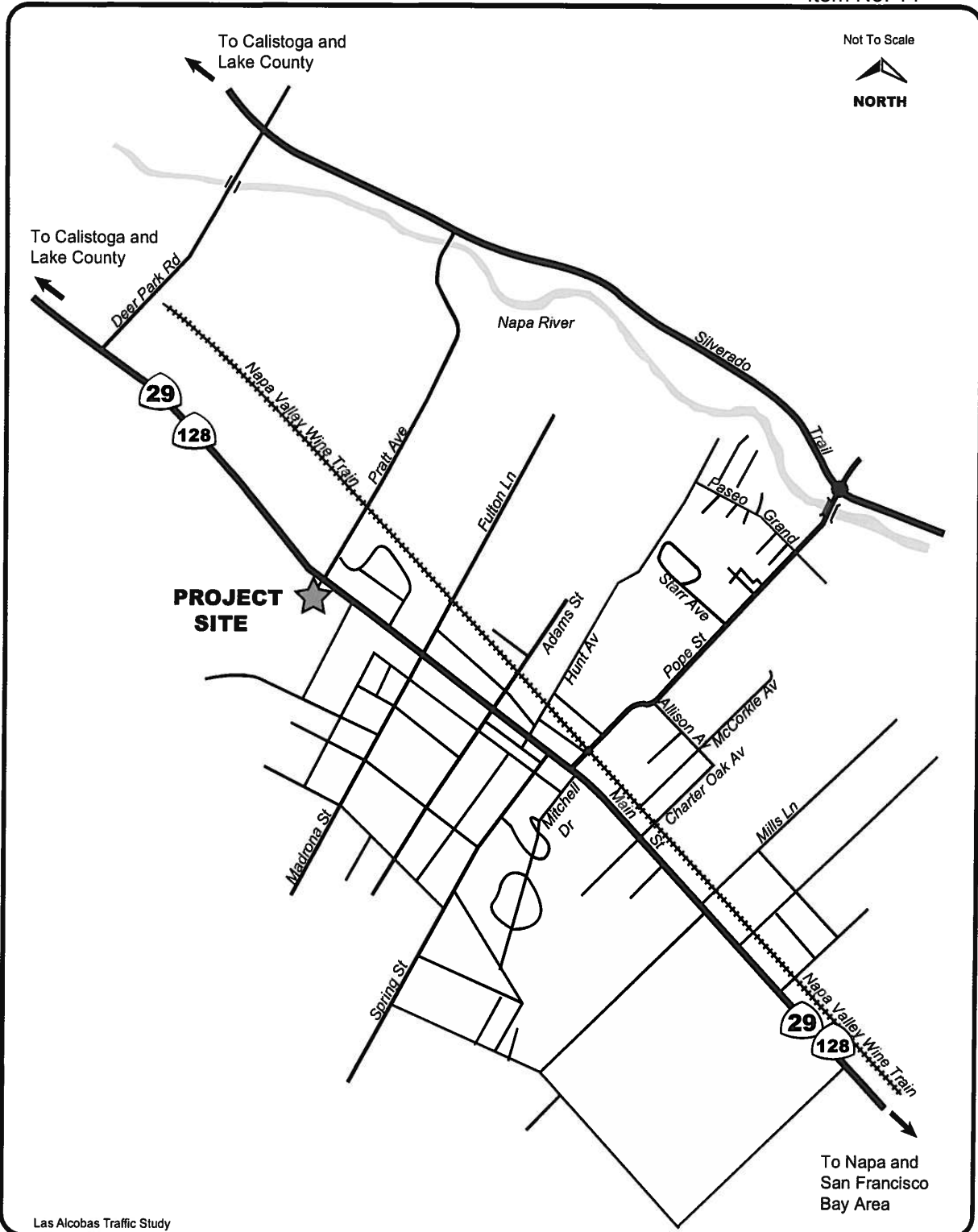
¹ January 6, 2015.

Item No: 14

Figures

A large L-shaped black line is positioned on the page, forming a frame for the 'Figures' section. The horizontal line extends from the left edge of the page towards the right, and the vertical line extends from the top edge of the page downwards, meeting at a right angle on the right side.

Item No: 14



Las Alcobas Traffic Study



CRANE TRANSPORTATION GROUP

**Figure 1
Area Map**

Item No: 14

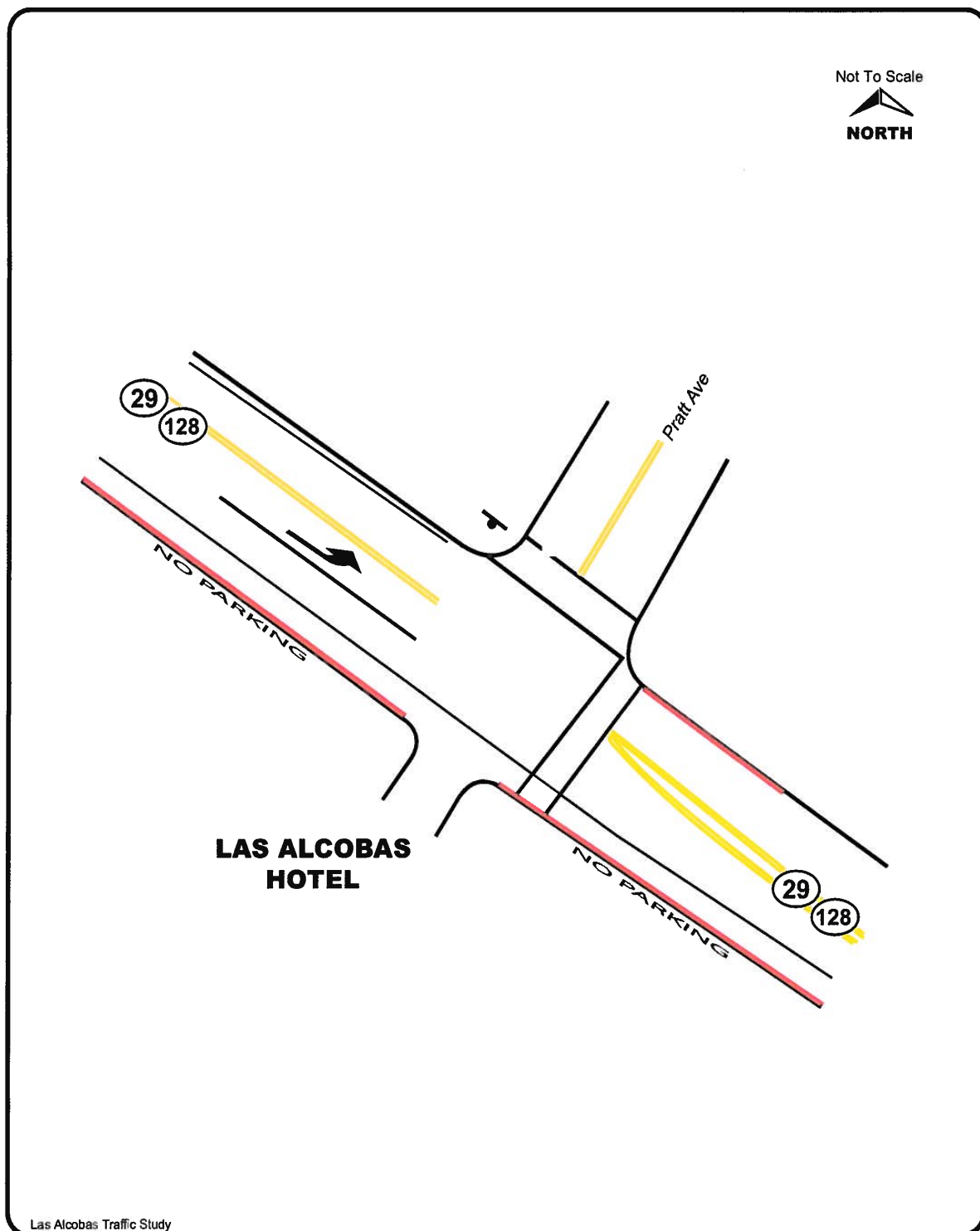


Figure 2

Lane Geometrics and Intersection Control

Item No: 14

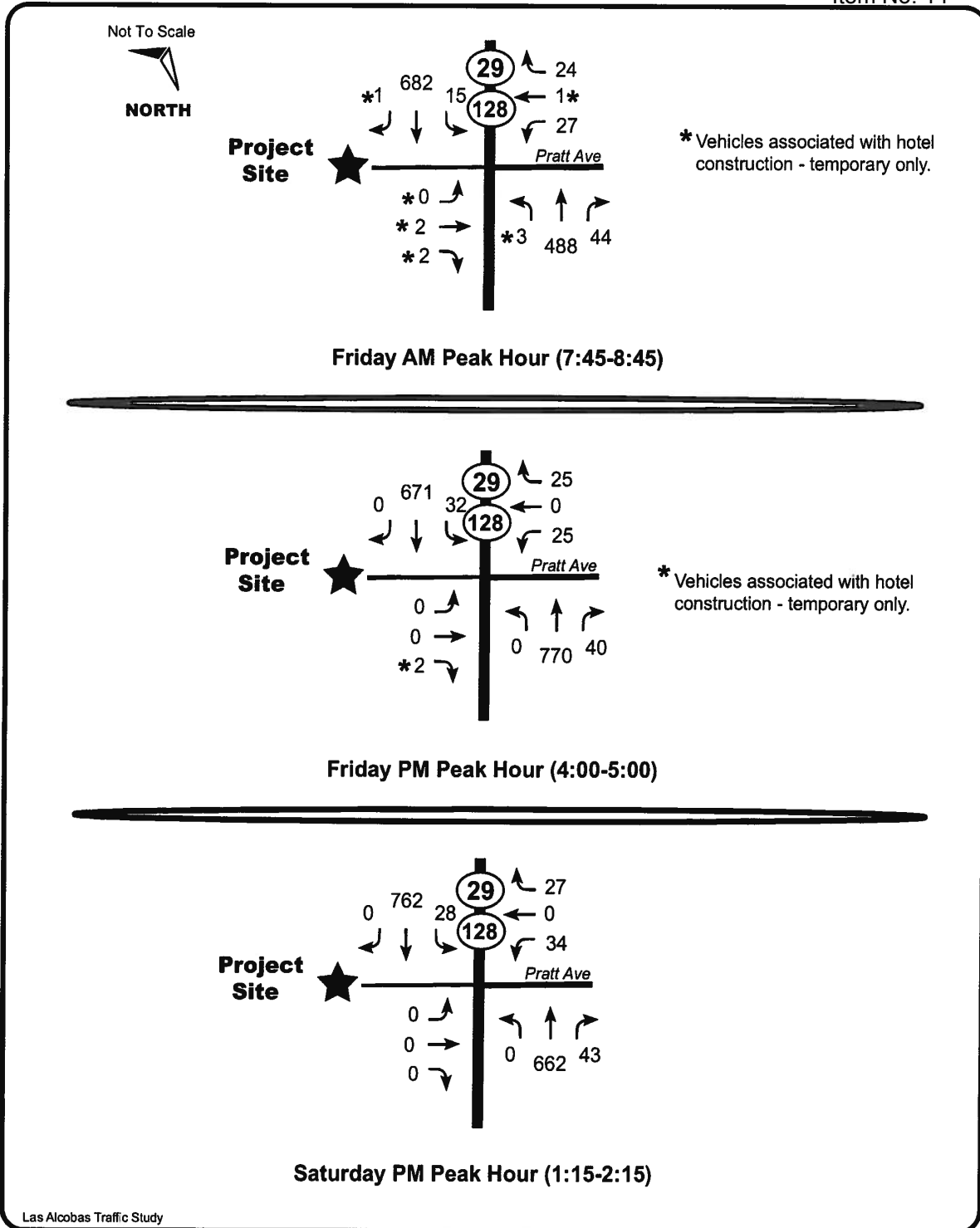


Figure 3

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



CRANE TRANSPORTATION GROUP

Item No: 14

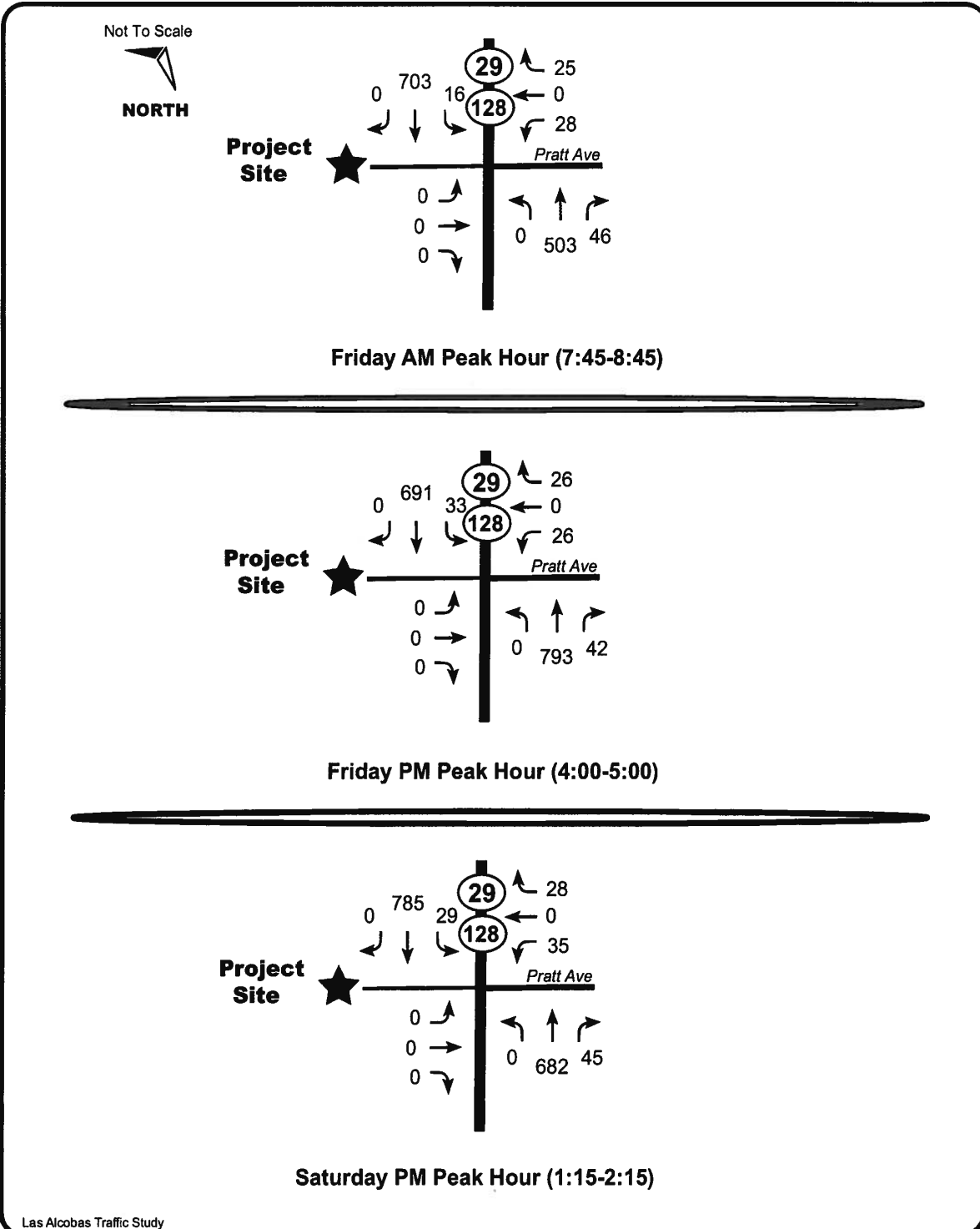


Figure 4

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



CRANE TRANSPORTATION GROUP

Item No: 14

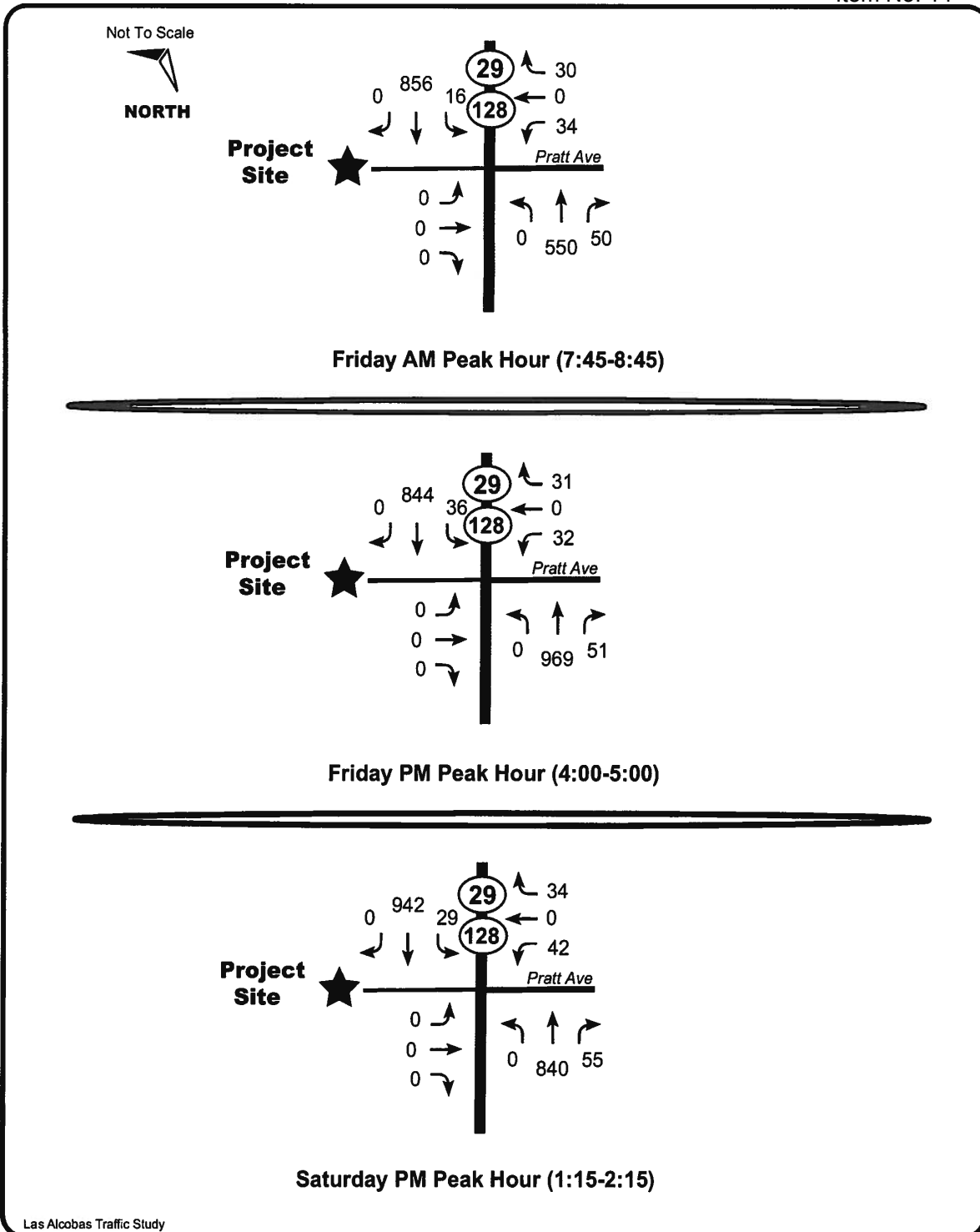


Figure 5

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



CRANE TRANSPORTATION GROUP

Item No: 14

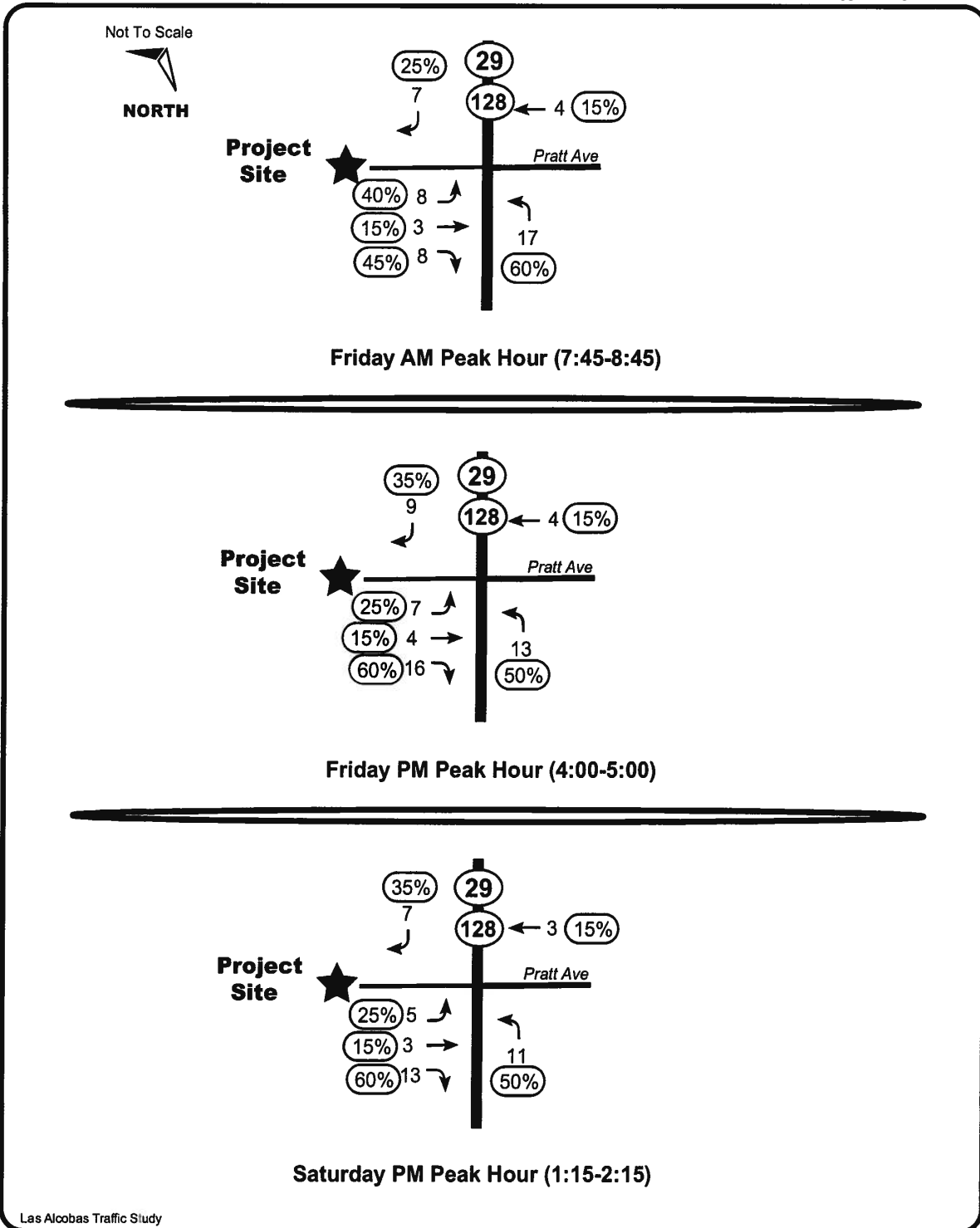


Figure 6

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



CRANE TRANSPORTATION GROUP

Item No: 14

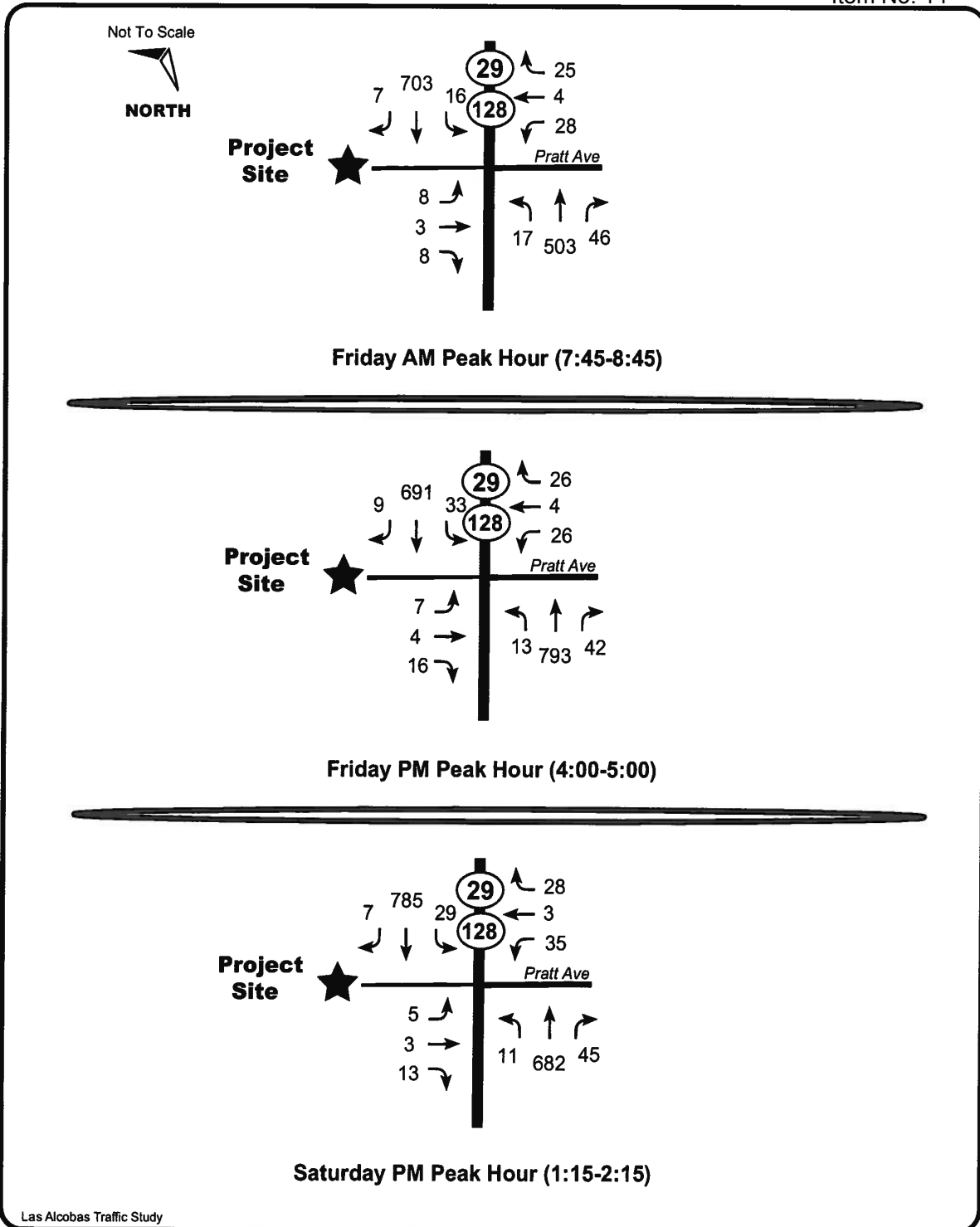


Figure 7

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



Item No: 14

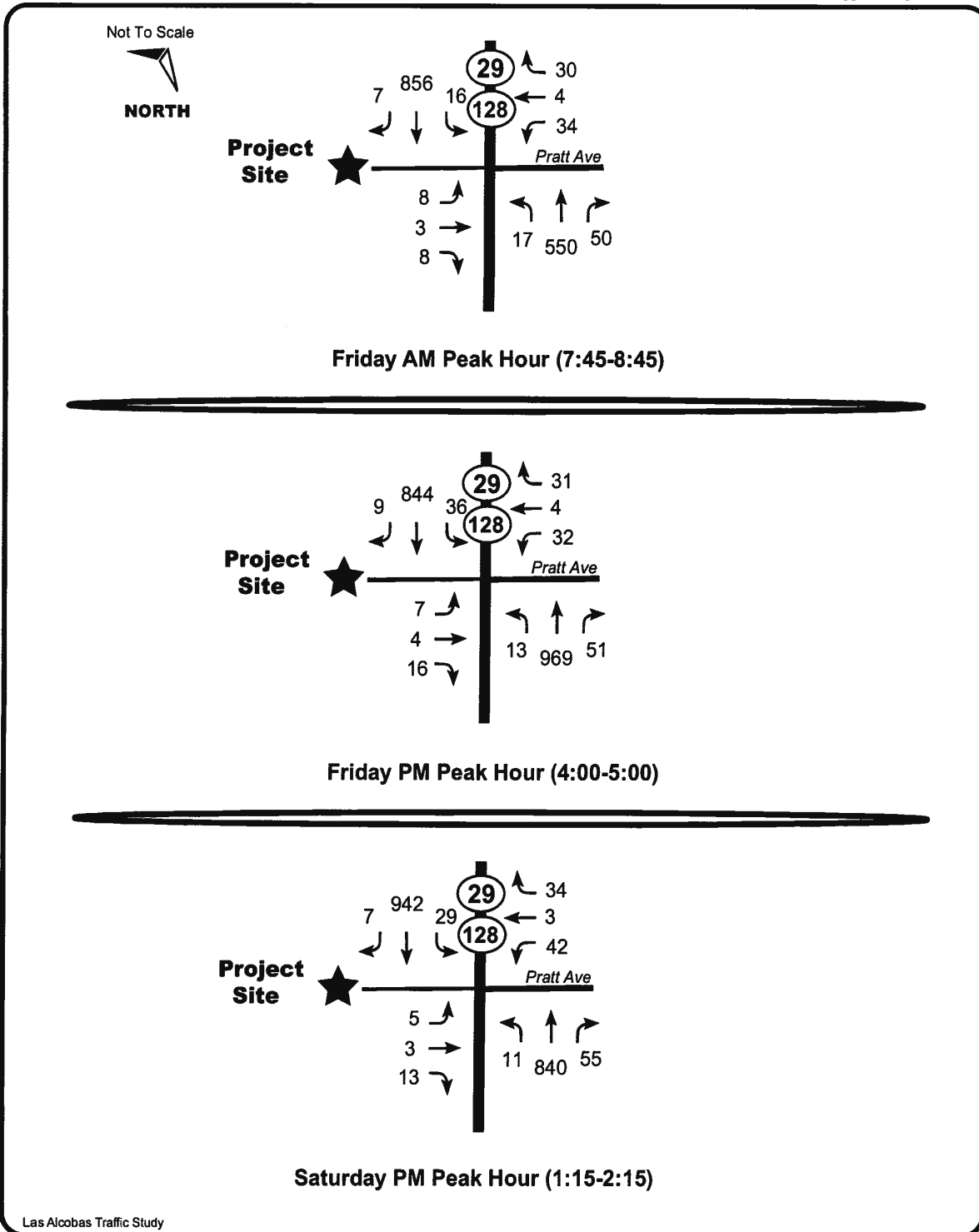


Figure 8
Year 2030 Harvest (with Project) Weekday
AM & PM and Saturday PM Peak Hour Volumes

 **CRANE TRANSPORTATION GROUP**

Item No: 14

Tables

Table 1

TRIP GENERATION
LAS ALCOBAS HOTEL

USE	SIZE	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS				SATURDAY PEAK HOUR TRIPS			
		INBOUND		OUTBOUND		INBOUND		OUTBOUND		INBOUND		OUTBOUND	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Hotel	68 rooms	.39	27	.28	19	.34	23	.36	25	.26	18	.26	18
Quality Restaurant	20 seats*	.02	1	.01	0	.17	3	.09	2	.13	3	.13	3
TOTAL			28		19		26		27		21		21

* 40-seat quality restaurant proposed to be used by guests and the general public. One half of restaurant seating assumed to accommodate general public.

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

Compiled by: Crane Transportation Group

Item No: 14

Table 2

SIGNALIZED INTERSECTION LOS CRITERIA

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

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

Table 3

UNSIGNALIZED INTERSECTION LOS CRITERIA

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

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

Item No: 14

Table 4

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

EXISTING + PROJECT

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

YEAR 2030 CUMULATIVE + PROJECT

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

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

⁽²⁾ [Signalized level of service – control delay in seconds.]

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

Item No: 14

Table 5

EQUATIONS TO DETERMINE 95TH PERCENTILE QUEUES AT UNSIGNALIZED INTERSECTIONS

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

* VPH = vehicles per hour

** PHF = peak-hour factor

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

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

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

5/29/15 Las Alcobas Hotel
MARK D. CRANE, P.E. • CRANE TRANSPORTATION GROUP

Item No: 14

Table 6

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

EXISTING + PROJECT CONDITIONS

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

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

Compiled by: Crane Transportation Group

Item No: 14

Table 7

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

**YEAR 2030
CUMULATIVE + PROJECT CONDITIONS**

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

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

Compiled by: Crane Transportation Group

Item No: 14

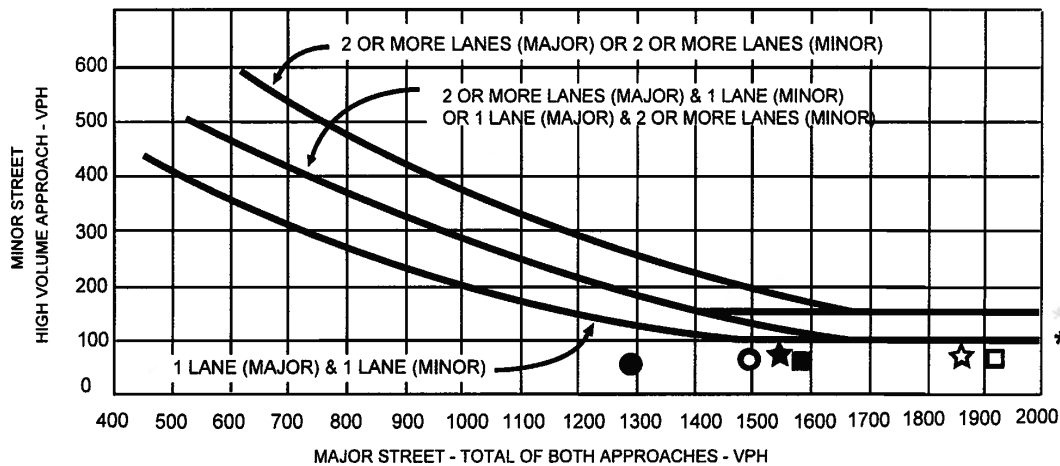
Appendix

Item No: 14

Pratt Avenue/Main St (SR29-128)

PEAK HOUR VOLUME WARRANT #3

Urban Area



2015 Weekday AM Peak Hour with Project

57 vehicles minor approach
1292 vehicles major approaches

2030 Weekday AM Peak Hour with Project

68 vehicles minor approach
1496 vehicles major approaches

2015 Weekday PM Peak Hour with Project

56 vehicles minor approach
1581 vehicles major approaches

2030 Weekday PM Peak Hour with Project

67 vehicles minor approach
1922 vehicles major approaches

2015 Saturday Peak Hour with Project

66 vehicles minor approach
1559 vehicles major approaches

2030 Saturday Peak Hour with Project

79 vehicles minor approach
1884 vehicles major approaches

*** NOTE**

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

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



CRANE TRANSPORTATION GROUP

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

Item No: 14

TECHNICAL APPENDIX

Capacity Worksheets

Item No: 14

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

Page 1-1

with Project
& Signal

```

-----
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1 SR29-128/Pratt Ave
*****
Cycle (sec):          50          Critical Vol./Cap.(X):          0.455
Loss Time (sec):       9          Average Delay (sec/veh):          9.1
Optimal Cycle:        30          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:      Permitted      Protected      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    5    5    5      5    5    5      5    5    5
Y+R:          4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:         1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
-----
Volume Module:
Base Vol:      17  503  46      16  703  7      8    3    8    28  5  25
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    17  503  46      16  703  7      8    3    8    28  5  25
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:    18  524  48      17  732  7      8    3    8    29  5  26
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   18  524  48      17  732  7      8    3    8    29  5  26
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   18  524  48      17  732  7      8    3    8    29  5  26
-----
Saturation Flow Module:
Sat/Lane:      1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:    0.21 0.95  0.95  0.91 0.96  0.96  0.89 0.89  0.89  0.92 0.92  0.92
Lanes:         1.00 0.92  0.08  1.00 0.99  0.01  0.42 0.16  0.42  0.48 0.09  0.43
Final Sat.:    398 1653  151  1736 1808  18    711 267  711  843 151  753
-----
Capacity Analysis Module:
Vol/Sat:       0.04 0.32  0.32  0.01 0.41  0.41  0.01 0.01  0.01  0.03 0.03  0.03
Crit Moves:      ****      ****      ****      ****
Green/Cycle:    0.52 0.52  0.52  0.10 0.62  0.62  0.10 0.10  0.10  0.10 0.20  0.20
Volume/Cap:     0.09 0.61  0.61  0.10 0.65  0.65  0.12 0.12  0.12  0.35 0.17  0.17
Delay/Veh:      6.2  9.6  9.6  20.7  7.4  7.4  20.8 20.8  20.8  22.2 16.8  16.8
User DelAdj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:     6.2  9.6  9.6  20.7  7.4  7.4  20.8 20.8  20.8  22.2 16.8  16.8
LOS by Move:    A    A    A      C    A    A      C    C    C      C    B    B
HCM2k95thQ:     0   14   14      1   16   16      1    1    1      2    1    1
*****
Note: Queue reported is the number of cars per lane.
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

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

Page 1-1

 with Project
 SSSC

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

 Intersection #1 SR29-128/Pratt Ave

 Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[34.9]

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

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

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

 Capacity Module:
 Cnflct Vol: 740 xxxx xxxxx 572 xxxx xxxxx 1378 1377 746 1368 1356 558
 Potent Cap.: 858 xxxx xxxxx 991 xxxx xxxxx 123 146 417 125 151 533
 Move Cap.: 858 xxxx xxxxx 991 xxxx xxxxx 110 141 413 116 145 529
 Volume/Cap: 0.02 xxxx xxxx 0.02 xxxx xxxx 0.08 0.02 0.02 0.25 0.04 0.05

 Level Of Service Module:
 2Way95thQ: 0.1 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Control Del: 9.3 xxxx xxxxx 8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: A * * A * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 167 xxxxx xxxx 180 xxxxx
 SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.4 xxxxx xxxxx 1.4 xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 29.4 xxxxx xxxxx 34.9 xxxxx
 Shared LOS: * * * * * * * * * * D * * D *
 ApproachDel: xxxxxx xxxxxx 29.4 34.9
 ApproachLOS: * * D D

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

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

Page 1-1

 with Project
 & Signal

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

 Intersection #1 SR29-128/Pratt Ave

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 9 Average Delay (sec/veh): 10.4
 Optimal Cycle: 39 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

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

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

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2015 PM Peak Hour Thu May 28, 2015 21:39:55

Page 1-1

 with Project
 SSSC

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

 Intersection #1 SR29-128/Pratt Ave

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

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

 Volume Module:

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

 Critical Gap Module:

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

 Capacity Module:

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

 Level Of Service Module:

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2015 Saturday

Thu May 28, 2015 21:43:48

Page 1-1

 with Project
 & Signal

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

 Intersection #1 SR29-128/Pratt Ave

Cycle (sec): 50 Critical Vol./Cap.(X): 0.613
 Loss Time (sec): 9 Average Delay (sec/veh): 10.3
 Optimal Cycle: 45 Level Of Service: B

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	11	682	45	29	785	7	5	3	13	35	3	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	682	45	29	785	7	5	3	13	35	3	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	718	47	31	826	7	5	3	14	37	3	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	718	47	31	826	7	5	3	14	37	3	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	718	47	31	826	7	5	3	14	37	3	29

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.98	0.84	0.84	0.84	0.77	0.77	0.77
Lanes:	1.00	0.94	0.06	1.00	0.99	0.01	0.24	0.14	0.62	0.53	0.05	0.42
Final Sat.:	1769	1731	114	1769	1844	16	381	229	991	772	66	618

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.41	0.41	0.02	0.45	0.45	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.10	0.58	0.58	0.14	0.62	0.62	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.07	0.71	0.71	0.12	0.72	0.72	0.14	0.14	0.14	0.48	0.48	0.48
Delay/Veh:	20.5	9.9	9.9	19.0	8.8	8.8	20.9	20.9	20.9	23.7	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	9.9	9.9	19.0	8.8	8.8	20.9	20.9	20.9	23.7	23.7	23.7
LOS by Move:	C	A	A	B	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	18	18	1	19	19	1	1	1	4	4	4

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

Item No: 14

MITIG8 - 2015 Saturday

Thu May 28, 2015 21:41:56

Page 1-1

 with Project
 SSSC

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

 Intersection #1 SR29-128/Pratt Ave

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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

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

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

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

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2030 AM Peak Hour Thu May 28, 2015 21:46:13

Page 1-1

 with Project
 & Signal

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

 Intersection #1 SR29-128/Pratt Ave

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 9 Average Delay (sec/veh): 10.6
 Optimal Cycle: 40 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

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

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

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2030 AM Peak Hour Thu May 28, 2015 21:44:52

Page 1-1

 with Project
 SSSC

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

 Intersection #1 SR29-128/Pratt Ave

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

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

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

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

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

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2030 PM Peak Hour Thu May 28, 2015 21:48:41

Page 1-1

with Project

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR29-128/Pratt Ave
*****Cycle (sec): 50 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 9 Average Delay (sec/veh): 16.0
Optimal Cycle: 50 Level Of Service: B

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

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

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

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

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

Page 1-1

with Project
SSSC

```

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

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2030 Saturday

Thu May 28, 2015 21:49:58

Page 1-1

 with Project
 & Signal

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

 Intersection #1 SR29-128/Pratt Ave

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.717
 Loss Time (sec): 9 Average Delay (sec/veh): 14.3
 Optimal Cycle: 45 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0 0

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

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

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

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

MITIG8 - 2030 Saturday

Thu May 28, 2015 21:51:04

Page 1-1

with Project
SSSC

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 SR29-128/Pratt Ave
*****
Average Delay (sec/veh):      11.9      Worst Case Level Of Service: F[279.2]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      11 840      55 29 942      7 5 3 13      42 3 34
Growth Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      11 840      55 29 942      7 5 3 13      42 3 34
User Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      0.97 0.97      0.97 0.97 0.97      0.97 0.97 0.97      0.97 0.97 0.97
PHF Volume:      11 866      57 30 971      7 5 3 13      43 3 35
Reduct Vol:      0 0      0 0 0      0 0 0      0 0 0
FinalVolume:      11 866      57 30 971      7 5 3 13      43 3 35
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:      4.1 xxxx xxxxx      4.1 xxxx xxxxx      7.1 6.5 6.2      7.1 6.5 6.2
FollowUpTim:      2.2 xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0 3.3      3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:      978 xxxx xxxxx      923 xxxx xxxxx      1981 1980      985 1970 1955      904
Potent Cap.:      705 xxxx xxxxx      740 xxxx xxxxx      47 62 304      47 65 338
Move Cap.:      705 xxxx xxxxx      740 xxxx xxxxx      38 59 301      41 61 335
Volume/Cap:      0.02 xxxx xxxxx      0.04 xxxx xxxxx      0.14 0.05 0.04      1.05 0.05 0.10
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      0.0 xxxx xxxxx      0.1 xxxx xxxxx      xxxx xxxx xxxxx      xxxx xxxx xxxxx
Control Del:      10.2 xxxx xxxxx      10.1 xxxx xxxxx      xxxx xxxx xxxxx      xxxx xxxx xxxxx
LOS by Move:      B * *      B * *      * * *      * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:      xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 93 xxxxx      xxxx 68 xxxxx
SharedQueue:      xxxxx xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx 0.8 xxxxx      xxxxx 6.4 xxxxx
Shrd ConDel:      xxxxx xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx 54.9 xxxxx      xxxxx 279 xxxxx
Shared LOS:      * * *      * * *      * F *      * F *
ApproachDel:      xxxxxx      xxxxxx      54.9      279.2
ApproachLOS:      *      *      F      F
*****
Note: Queue reported is the number of cars per lane.
*****

```

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CRANE TRANS. GROUP, SF

Item No: 14

ATTACHMENT 9

**MITIGATION AND MONITORING REPORTING PROGRAM
FOR THE GRANDVIEW PROJECT
August 2010**

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

Page 1 of 21

Item No: 14

ATTACHMENT 9

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
2. To mitigate impacts related to GHG emissions from transportation, the hotel management shall provide hybrid or electric vehicle shuttle transportation between the hotel and destinations within a minimum 3 mile radius of the hotel.	Applicant shall submit schedule	Planning	Prior to occupancy	
3. All grading and construction equipment shall be shut down when not in use to ensure the project's contribution to maintaining existing ambient air quality within the vicinity of the project site and to avoid unnecessarily exposing people in the area to odors and fumes associated with such equipment.	City shall inspect construction activities.	Building	Project Construction	
4. Grading and excavation activities shall not occur during windy periods to avoid unnecessary exportation of dust and similar materials that can degrade air quality.	City shall inspect construction activities.	Building	Project Construction	
5. Exposed soil surfaces shall be sprinkled at least twice daily with non-potable water to retard dust and disturbed areas shall be fully landscaped upon completion of the project.	City shall inspect construction activities.	Building	Project Construction	
6. Demolition materials and solid waste, including broken asphalt and concrete, soils stockpiles, steel, wood and metal scraps materials, domestic waste, and similar materials, shall be properly managed to prevent the accumulation of dust or similar materials that can degrade air quality. The site shall be cleaned daily and such materials shall be properly placed in dumpsters or removed from the project site and placed in a licensed landfill facility.	City shall inspect construction activities.	Building	Project Construction	
7. To the extent practicable, reusable materials shall be recycled.	City shall inspect construction activities.	Building	Project Construction	

Page 2 of 21

Item No: 14

ATTACHMENT 9

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

Page 3 of 21

Item No: 14

ATTACHMENT 9

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

Page 4 of 21

Item No: 14

ATTACHMENT 9

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

Page 5 of 21

Item No: 14

ATTACHMENT 9

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

Page 6 of 21

Item No: 14

ATTACHMENT 9

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

Page 7 of 21

Item No: 14

ATTACHMENT 9

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
the accumulation of dust or similar materials that can degrade water quality. The site shall be cleaned daily and such materials shall be properly placed in dumpsters or removed from the project site and placed in a licensed landfill facility.				
10. Consistent with the applicant's revised submittal, the retaining wall shown on the plans located between the Laurel Cottage and Palm Buildings shall either be eliminated or relocated completely outside of the creek bank.	City shall inspect construction activities.	Building Inspector and Public Works	Project Construction	
V. CULTURAL RESOURCES				
1. The applicant shall comply with all recommendations contained in the Architectural Resources Group (ARG) Historic Resources Assessment (August 2005) for the Grandview property as part of development of the project site.	City shall inspect construction activities.	Planning/ Building	Project Construction	
2. In the event that previously unknown paleontological artifacts or archeological materials or objects are unearthed during excavation or grading, all work in the discovery area shall be immediately halted pursuant to CEQA Guidelines 15064.5 (5)(e) and (f) and barricades installed surrounding the area until a qualified archeologist approved by the City is consulted to evaluate the material or object and determine avoidance measures to lessen the impacts in accordance with State and Federal guidelines. The developer shall comply with all mitigation recommendations of the qualified archeologist prior to commencing work in the discovery area and shall be responsible for all costs associated with these activities.	City shall inspect construction activities.	Planning/ Building	Project Construction	

Page 8 of 21

Item No: 14

ATTACHMENT 9

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

Page 9 of 21

Item No: 14

ATTACHMENT 9

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
5. Permanent erosion control measures shall be placed on all slopes. Until permanent vegetation can be established, temporary erosion control measures shall be implemented through the first winter. The project applicant shall prepare and implement an erosion and sediment control program using approved and appropriately applied BMPs.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building permit issuance and Project Construction	
6. Unless otherwise approve by the City, the project application shall ensure that grading or excavation activities shall be limited to the period between April 1 and October 15. No such grading or excavation shall be performed except in accordance with the approved plan and schedule. Modifications to the construction time frame may be imposed/approved by the City based on weather and site conditions.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building permit issuance and Project Construction	
VII. HAZARDS AND HAZARDOUS MATERIALS				
1. No hazardous materials (e.g. fuel, oil, paints and solvents, fertilizer, growth inhibitors, etc.) shall be stored on the site without first providing a plan to the City and receiving approval of said plan by the City, which includes, but is not limited to, identification of the type of materials, their intended use during construction, a schedule for use on the site, and the method of enclosed storage in areas that are not susceptible to infiltration by water.	City shall inspect construction activities.	Building/Public Works	Project Construction	
2. In the event of a hazardous spill both the City's Fire Department and the State Office of Emergency Service (OES) shall be contacted.	City shall inspect construction activities.	Building/Fire Department	Project Construction	

Page 10 of 21

Item No: 14

ATTACHMENT 9

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

Page 11 of 21

Item No: 14

ATTACHMENT 9

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
5. All materials that could cause water pollution (i.e., motor oil, fuels, paints, etc.) shall be stored and used in a manner that will not cause any pollution. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site.	City shall inspect construction activities.	Building	Project Construction	
6. All construction activities shall be performed in a manner that minimizes, to the maximum extent practicable, any pollutants entering directly or indirectly the storm water system or ground water. The Developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system.	City shall inspect construction activities.	Building/	Project Construction	
7. Developer shall meet the requirements of discharging to a public storm drainage system as required to ensure compliance by the City with all state and federal laws and regulations related to storm water as stipulated in the Clean Water Act. Developer shall meet the requirements of the National Pollutant Discharge Elimination System ("NPDES") permit in effect prior to completion of project construction for storm water discharges from the municipal storm water system operated by the City of St. Helena. Developer shall comply with the Storm Water Pollution Mitigation Plan ("SWPMP") submitted by Developer as part of its application as (modified and) approved by the Public Works Director.	City shall review and approve plans prior to issuance of Grading or Building Permit and City shall inspect construction activities.	Public Works/Building	Grading or Building Permit issuance and Project Construction	
8. Developer shall mark all new storm drain inlets with permanent markings, which state "No Dumping—Flows to River." This work shall be shown on improvement plans.	City shall review and approve plans prior to issuance of Building Permit and City shall inspect construction activities.	Public Works/Building	Building Permit issuance and Project Construction	
9. Developer shall record a plan for long-term private maintenance of	Prior to Grading or Building Permit	Public Works	Grading or Building	

Page 12 of 21

Item No: 14

ATTACHMENT 9

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

Page 13 of 21

Item No: 14

ATTACHMENT 9

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

Page 14 of 21

Item No: 14

ATTACHMENT 9

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

Item No: 14

ATTACHMENT 9

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPARTMENT	TIME OF COMPLIANCE	INT. DATE
property line of any parcel of real property within the City limits, shall be limited to between the hours of 8:00 a.m. to 5:00 p.m. Monday through Saturday. Delivery of equipment and removal of debris associated with the demolition of this structure shall be limited to 7:00 a.m. to 6:00 p.m. Exceptions to these time restrictions may be granted by the Public Works Director for one of the following reasons: (1) inclement weather affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance of such work. No construction activities shall occur on Sundays or federal or local holidays that generate noise that can be heard at the property line of any parcel of real property within the City limits.				
2. Construction equipment must have state-of-the-art muffler systems required by current law. Muffler systems shall be properly maintained.	City shall inspect construction activities.	Building	Project Construction	
3. Noisy stationary construction equipment, such as compressors, shall be placed away from developed areas off-site and/or provided with acoustical shielding.	City shall inspect construction activities.	Building	Project Construction	
4. Grading and construction equipment shall be shut down when not in use.	City shall inspect construction activities.	Building	Project Construction	
XII. POPULATION AND HOUSING				
1. The owner/applicant shall pay a housing impact fee of	Building shall notify Planning of	Planning/	Prior to issuance of	

Item No: 14

ATTACHMENT 9

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

Item No: 14

ATTACHMENT 9

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

Page 18 of 21

Item No: 14

ATTACHMENT 9

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

Page 19 of 21

Item No: 14

ATTACHMENT 9

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

Page 20 of 21

Item No: 14

ATTACHMENT 9

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

THIS PAGE IS
INTENTIONALLY
BLANK

CITY OF ST. HELENA

RESOLUTION NO. 2015-119

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

RECITALS

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

RESOLUTION

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

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

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

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

Mayor Galbraith:

Yes

Vice Mayor White:

Yes

Councilmember Crull:

Yes

Councilmember Dohring:

NO

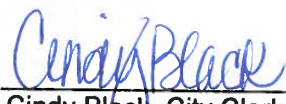
Councilmember Pitts:

Recused

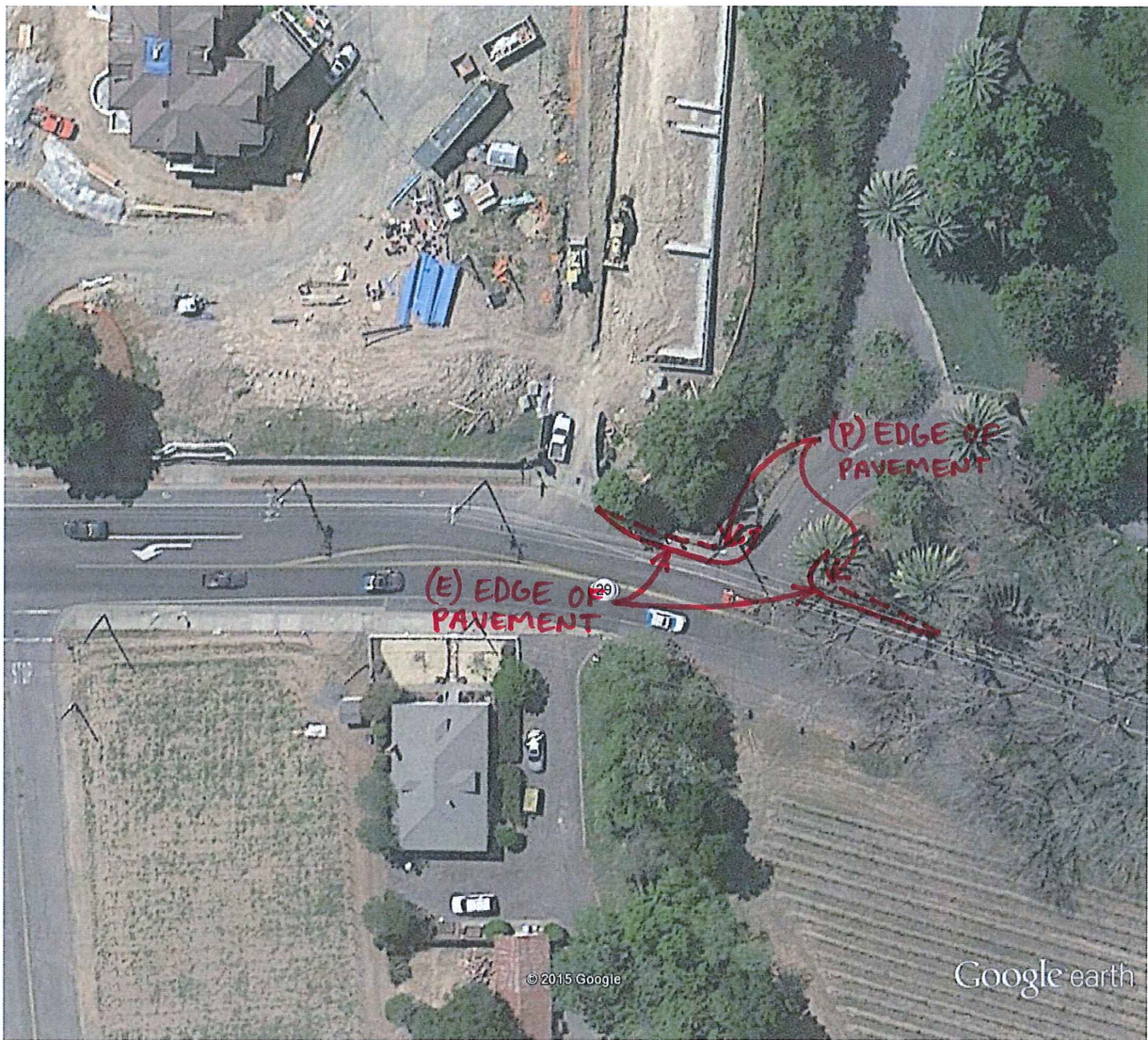
APPROVED:


Alan Galbraith, Mayor

ATTEST:


Cindy Black, City Clerk





Google earth



9/15/2015

1917 St Helena Hwy - Google Maps

Google Maps 1917 St Helena Hwy

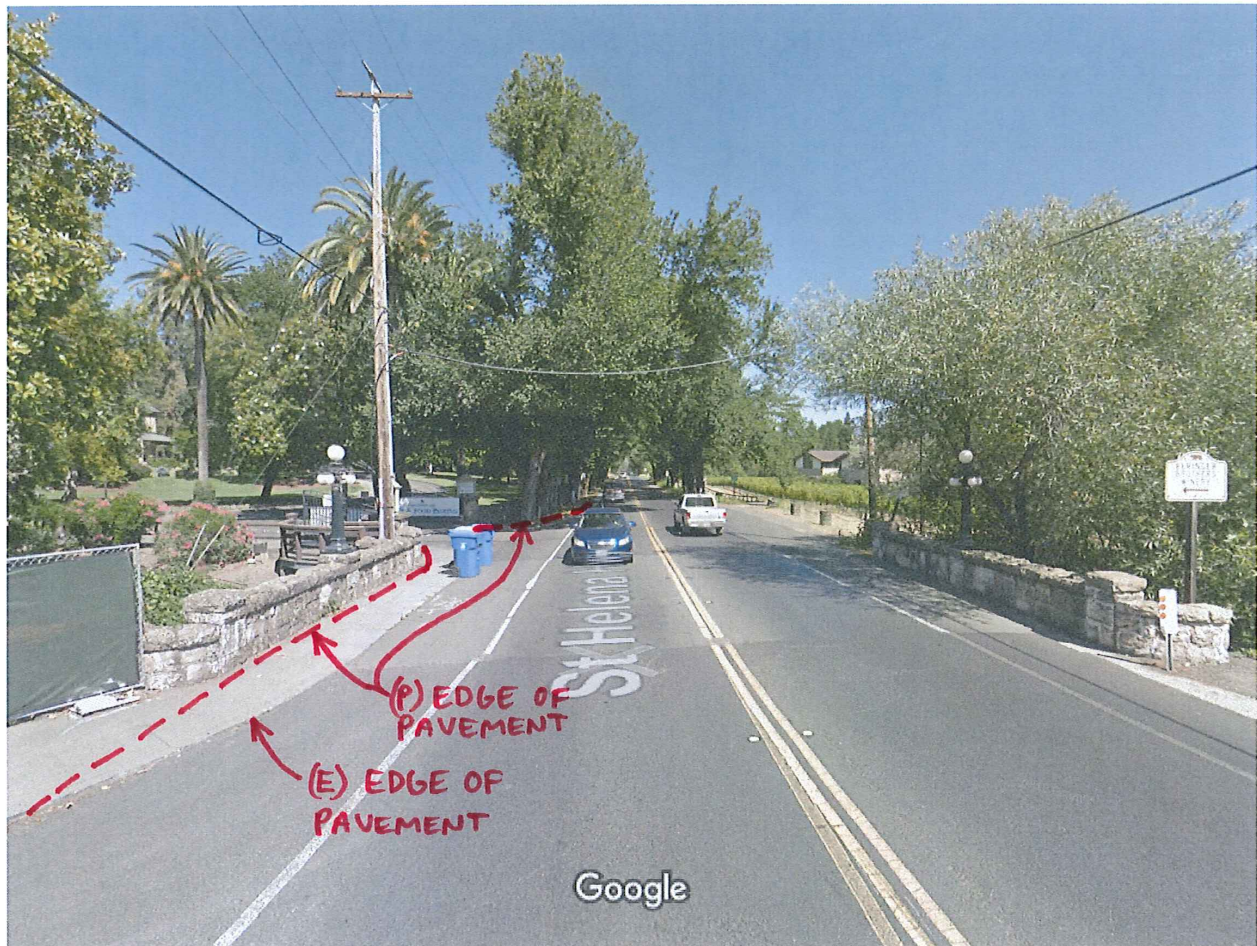


Image capture: Jul 2015 © 2015 Google

St Helena, California

Street View - Jul 2015



9/15/2015

1925 St Helena Hwy - Google Maps

Google Maps 1925 St Helena Hwy

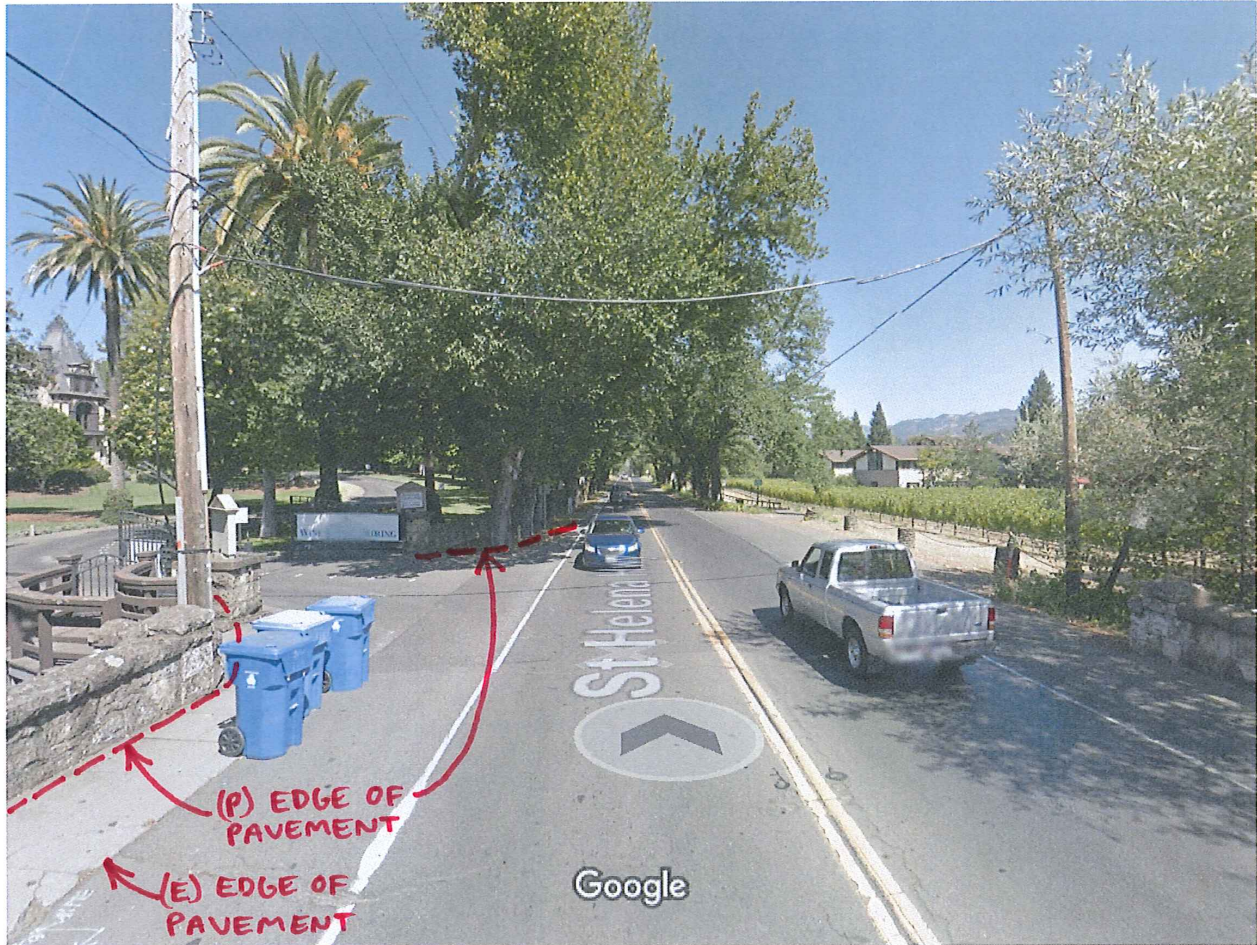


Image capture: Jul 2015 © 2015 Google

St Helena, California

Street View - Jul 2015



9/15/2015

1933 St Helena Hwy - Google Maps

Google Maps 1933 St Helena Hwy

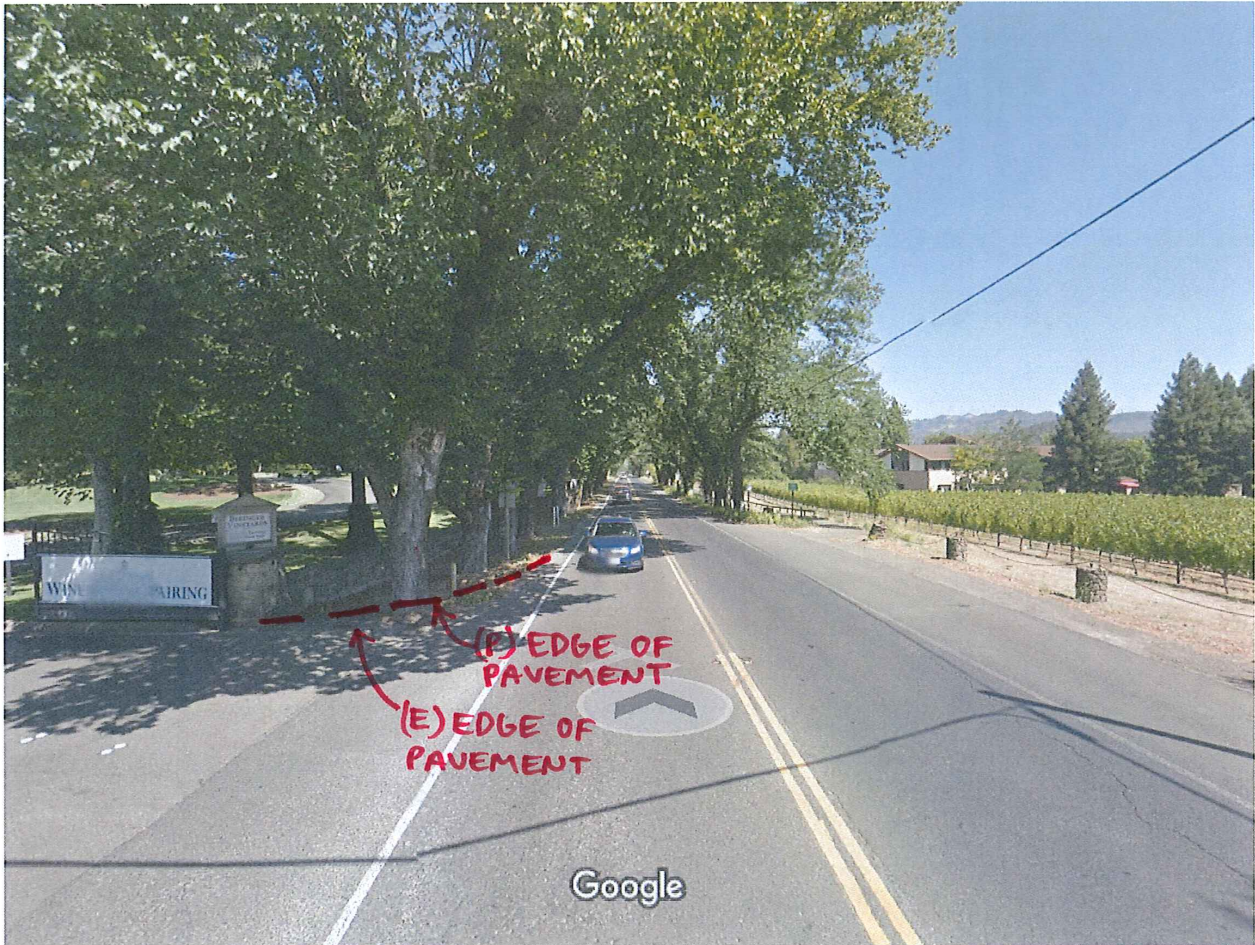


Image capture: Jul 2015 © 2015 Google

St Helena, California

Street View - Jul 2015



9/15/2015

1941 St Helena Hwy - Google Maps

Google Maps 1941 St Helena Hwy

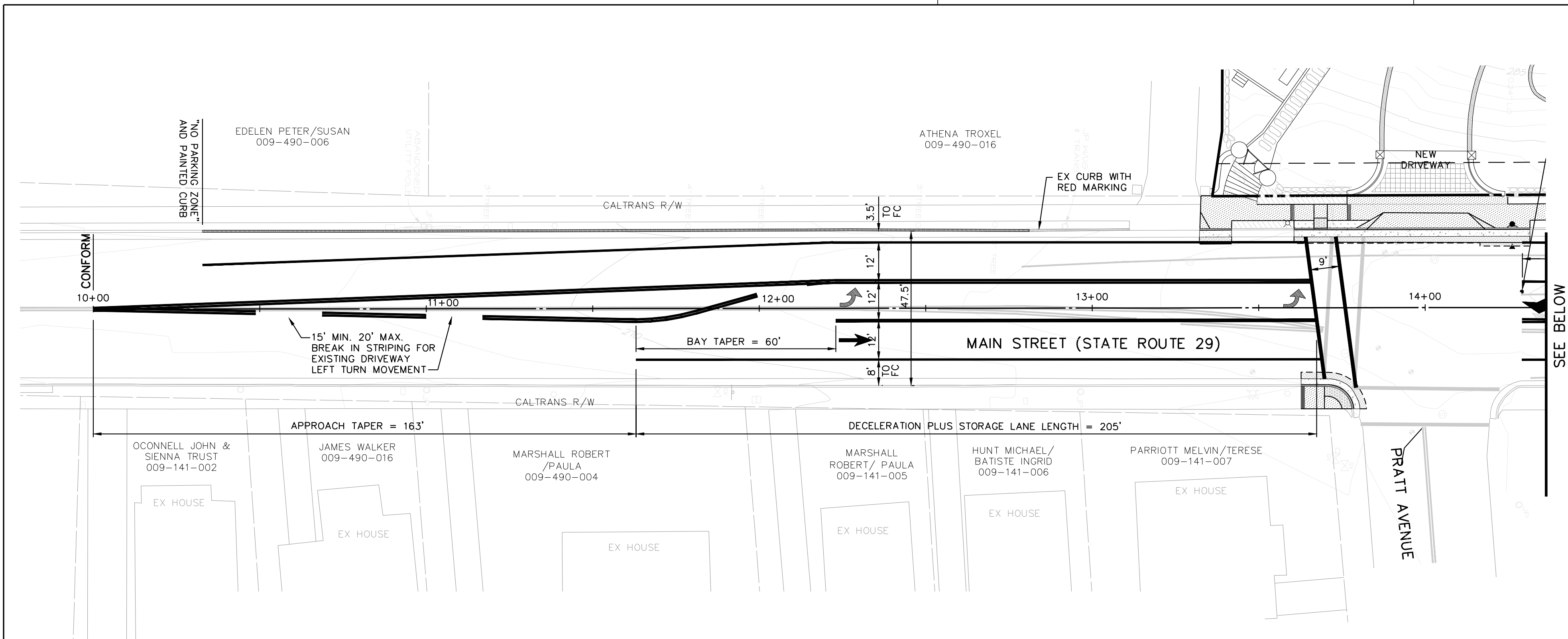


Image capture: Jul 2015 © 2015 Google

St Helena, California

Street View - Jul 2015

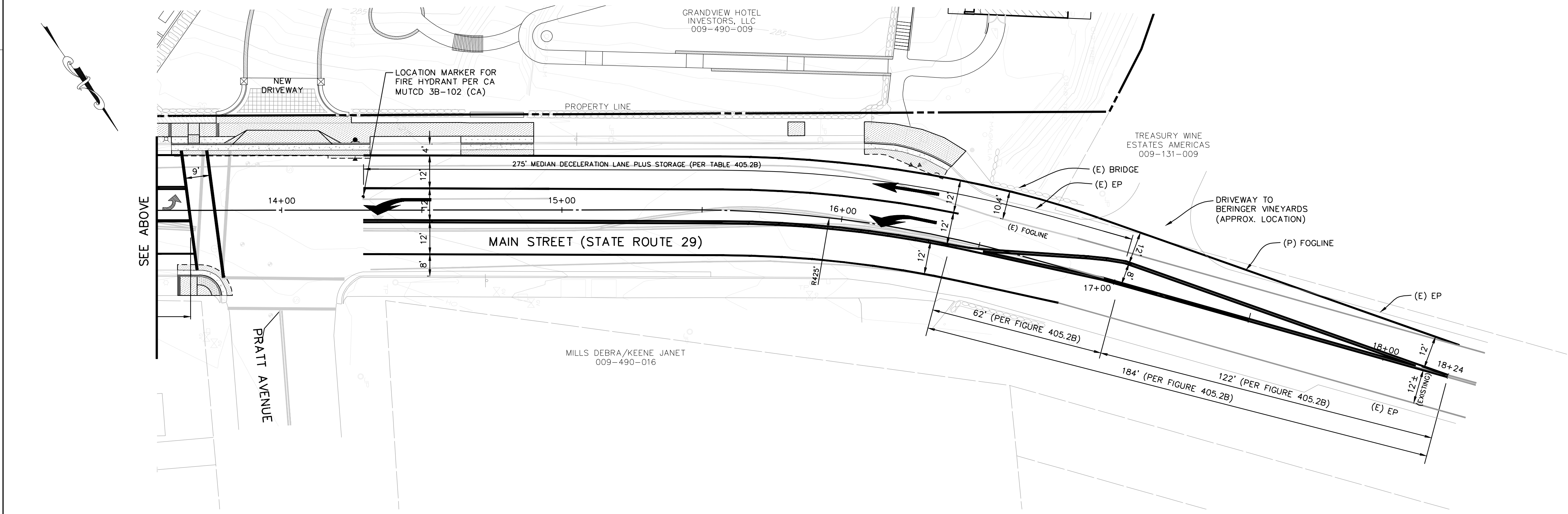




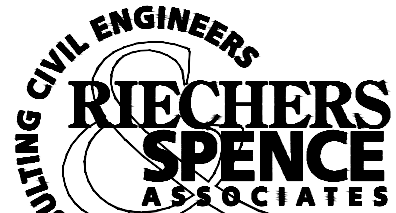
STRIPING DEMOLITION SCHEDULE	
	DESCRIPTION
①	REMOVE EXISTING CENTERLINE STRIPE STA 10+00 TO STA 13+71
②	REMOVE EXISTING FOG LINE STA 12+79 TO STA 13+80
③	REMOVE CROSSWALK STRIPING STA 12+68 TO STA 13+82

DIST	COUNTY	ROUTE	PROJECT POST MILE	SHEET No.	TOTAL SHEETS
04	NAPA	SR 29	29.25-29.29	C3	5
REGISTERED CIVIL ENGINEER					
PLANS APPROVAL DATE					
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of this plan sheet.					

REGISTERED PROFESSIONAL ENGINEER
JEREMY NOEL SILL
No. 73257
Exp. 12.31.2016
CIVIL ENGINEER
STATE OF CALIFORNIA



CALIFORNIA DEPARTMENT OF TRANSPORTATION			
APPROVED	FOR SIGNING AFFECTING STATE FACILITIES	DATE	
APPROVED	FOR STRIPING AFFECTING STATE FACILITIES	DATE	
CO	RTS	P.M.	PERMIT NUMBER

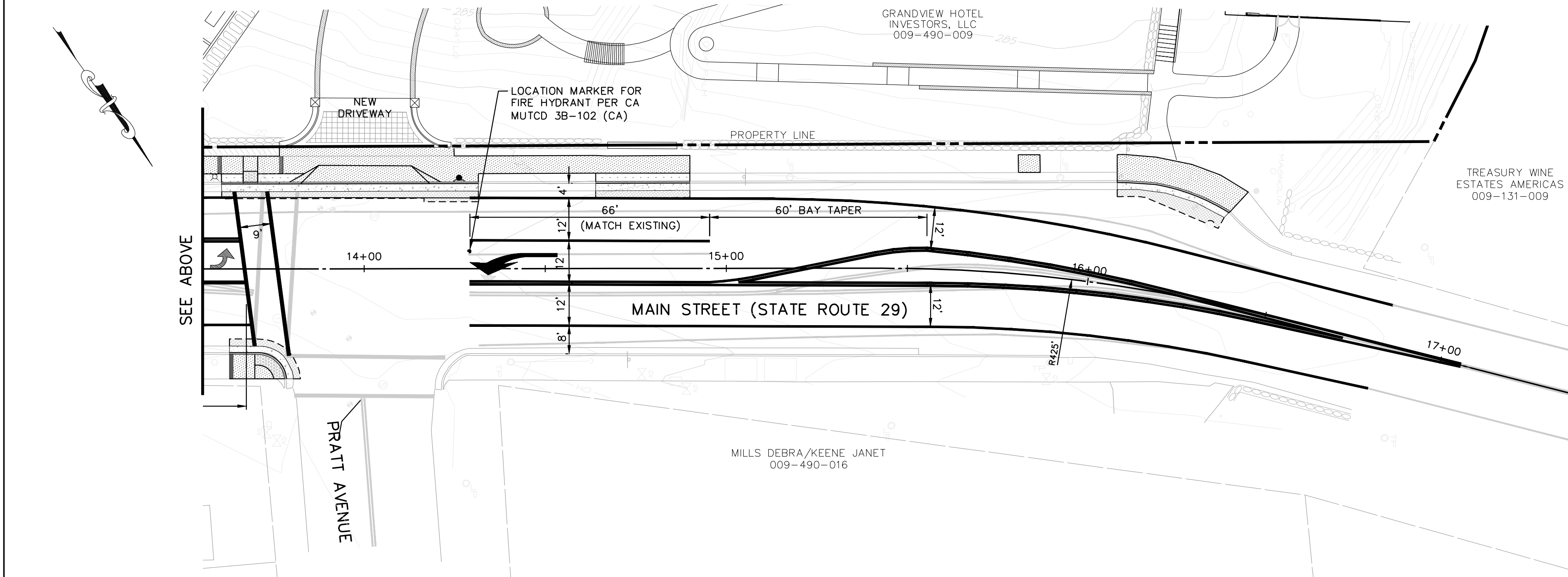
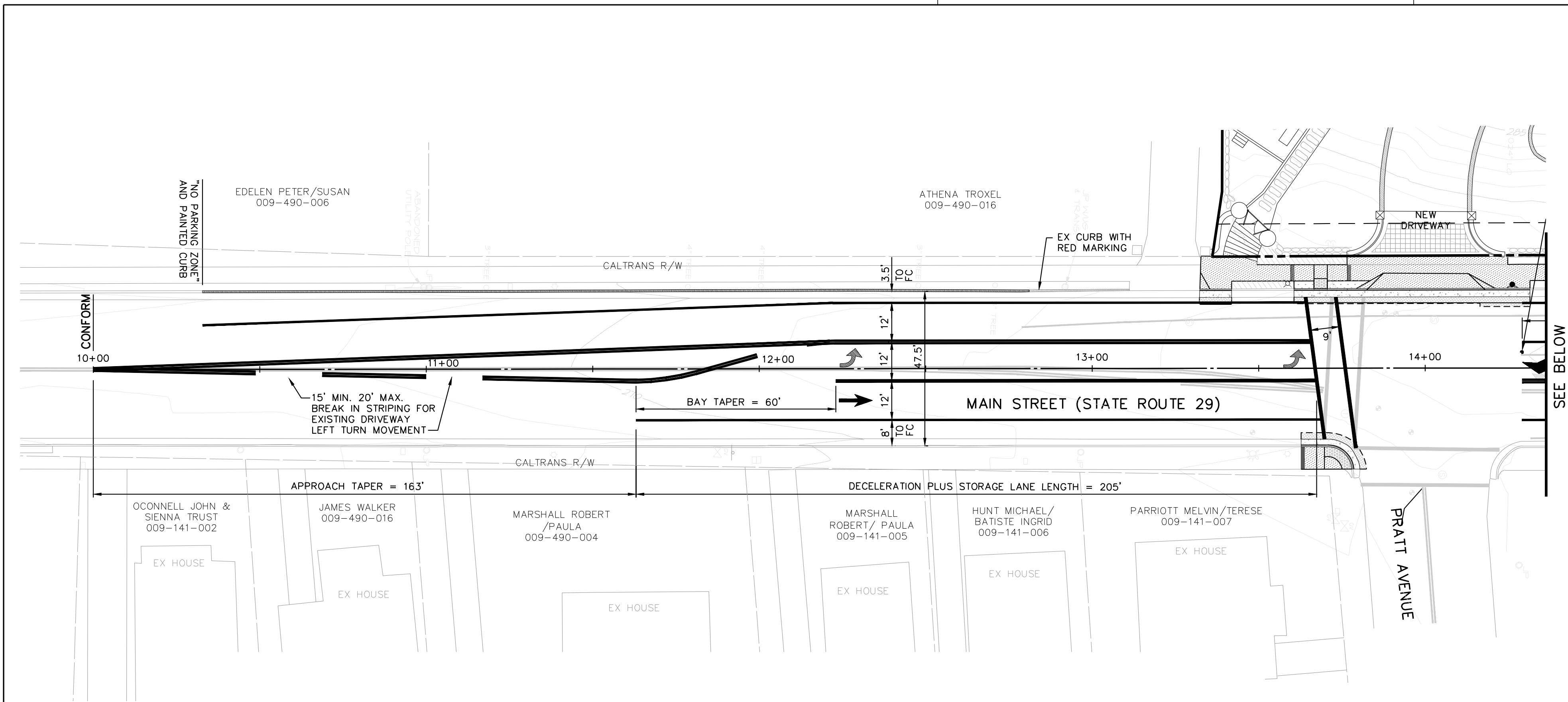


1515 Fourth Street
Napa, California 94559
v 707.252.3301
f 707.252.4966

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

	DESIGN	BY LNB	CHECKED BWF/PSW	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD		PROJECT ENGINEER JEREMY N SILL	BRIDGE NO.	LAS ALCOBAS HOTEL, STATE HIGHWAY 29																																				
	DETAILS	BY DEL/JFW	CHECKED BWF/PSW	LAYOUT	BY LNB	CHECKED BWF/PSW		MILE POST	LAYOUT, PAVEMENT DELINEATION AND SIGN PLAN																																				
	QUANTITIES	BY LNB	CHECKED BWF/PSW	SPECIFICATIONS	BY LNB	PLANS AND SPECS COMPARED		29.25																																					
DESIGN GENERAL PLAN SHEET (REV.3/1/99)								ORIGINAL SCALE IN ENGLISH UNITS FOR REDUCED PLANS								0 20 40 60 80 100 120 140 160 180 200								CU EA		DISREGARD PRINTS BEARING EARLIER REVISION DATES								REVISION DATES (PRELIMINARY STAGE ONLY)										SHEET OF	
																																												C3 5	

PRELIMINARY - NOT FOR CONSTRUCTION



STRIPING DEMOLITION SCHEDULE	
	DESCRIPTION
①	REMOVE EXISTING CENTERLINE STRIPE STA 10+00 TO STA 13+71
②	REMOVE EXISTING FOG LINE STA 12+79 TO STA 13+80
③	REMOVE CROSSWALK STRIPING STA 12+68 TO STA 13+82

DIST	COUNTY	ROUTE	PROJECT POST MILE	SHEET No.	TOTAL SHEETS
04	NAPA	SR 29	29.25-29.29	C3	5

REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER

Jeremy Noel Still

No. 73257

Exp. 12.31.2016

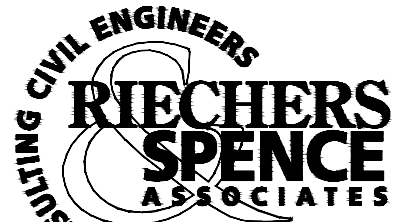
CIVIL ENGINEER

STATE OF CALIFORNIA

PLANS APPROVAL DATE

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

CALIFORNIA DEPARTMENT OF TRANSPORTATION			
APPROVED	FOR SIGNING AFFECTING STATE FACILITIES	DATE	
APPROVED	FOR STRIPING AFFECTING STATE FACILITIES	DATE	
CO	RTS	P.M.	PERMIT NUMBER



1515 Fourth Street
Napa, California 94559

v 707.252.3301
f 707.252.4966

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

DESIGN	BY	LNB	CHECKED	BWF/PSW	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD
	DETAILS	BY	DEL/JFW	CHECKED	BWF/PSW	LAYOUT
	QUANTITIES	BY	LNB	CHECKED	BWF/PSW	SPECIFICATIONS

BRIDGE NO.	N/A
MILE POST	29.25
PROJECT ENGINEER	JEREMY N SILL

LAS ALCOBAS HOTEL, STATE HIGHWAY 29

LAYOUT, PAVEMENT DELINEATION AND SIGN PLAN

DESIGN GENERAL PLAN SHEET (REV.3/1/99)

ORIGINAL SCALE IN ENGLISH UNITS FOR REDUCED PLANS

CU
EA

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

SHEET

OF

C3

5

FILE ==>

JULY 16 2015

4113047.0/DESIGN/CALTRANS/C3-Layout&Delin

PRELIMINARY - NOT FOR CONSTRUCTION



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: New Business

Subject: Consideration and proposed approval of a Resolution Setting a Hearing to Approve the Annexation of Territory into the St Helena Municipal Sewer District No. 1 MSD ANNEXATION NO. 134,1025 and 1045 Pratt Avenue, St Helena, CA. 94574 (APN's) 009-142-023-000 and 009-142-024-000.

CEQA Determination: Exempt from the requirements of CEQA under the "General Rule", Section 15061 (b)(3), in that it can be seen with certainty that the proposed action will have no impact on the environment.

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

Reviewed By: April Mitts, Finance Director

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

On July 24, 2018, City Council discussed the Annexation of 1045 Pratt Avenue into the St. Helena Municipal Sewer District No. At that meeting, the City Council requested additional information from City staff with regard to the Crinella Pump Station's current capacity and ongoing odor issues prior to moving forward. Following the meeting, the property owner of 1025 and 1045 Pratt Avenue, Mark Andrade, submitted a letter requesting that Council reconsider the item at the next available Council meeting.

DISCUSSION

On August 8, 2018, WRECO, the City's consultant for the Crinella Pump Station Upgrade project submitted a letter addressing the current available capacity at the pump station and temporary solutions for ongoing issues with odors. The report concluded that there is adequate capacity at this time for the proposed annexations and any near term emergency connections that are needed. In addition, City staff has implemented recommendations for odor control and will continue to monitor the station

and improvements on a weekly basis until the planned upgrades are implemented in 2019.

The resolution ordering the public hearing is the first step of the process to annex the property into the District. The resolution requires a vote of at least two-thirds of all the members of the City Council (at least four affirmative votes) to order the public hearing. (Health and Saf. Code § 4643.)

The next step will be to notice and hold a public hearing for objections, if any, from persons interested in the proposed annexation during a regularly scheduled City Council meeting which is tentatively scheduled for September 11, 2018. At that time, the City Council will consider a resolution approving the property annexation (which will also require at least four affirmative votes). (Health and Safety Code § 4645-47.)

If the City Council approves the second resolution, City staff will then process the annexation with Napa County and the State Board of Equalization to change the tax rate area code for the property. Staff will work with the applicant to obtain required encroachment and building permits.

FISCAL IMPACT

The Applicant is responsible for all costs for annexation and connection. The Applicant previously constructed a sewer lateral from their 1025 Pratt residence and connected to the City sewer in the street, but was not annexed at that time. However, with the Applicant's new construction of their 1045 Pratt residence and the need to connect to the City sewer system, City staff is recommending that both parcels are annexed at this time. The Applicant is required to pay the annexation, connection, and impact fees.

RECOMMENDED ACTION

Staff recommends the City Council adopt a Resolution Setting a Hearing to Approve the Annexation of Territory into the St Helena Municipal Sewer District No. 1 MSD ANNEXATION NO. 134, 1025 and 1045 Pratt Avenue, St Helena, CA. 94574 (APN's) 009-142-023-000 and 009-142-024-000.

ATTACHMENTS

[Attachment 1: Resolution](#)

[Attachment 2: Crinella Capacity and Odor Update](#)

[Attachment 3: 8.2.18 Property Owner Letter](#)

[Attachment 4: Application](#)

[Attachment 5: Map and Description](#)

CITY OF ST. HELENA

RESOLUTION No. 2018-

**Resolution Setting a Hearing to Approve the Annexation
of Territory into the St Helena Municipal Sewer District
No. 1 MSD ANNEXATION NO. 134
1025 & 1045 Pratt Avenue, St Helena, CA
(APN's) 009-142-023-000 & 009-142-024-000**

RECITALS

- A. The properties at 1025 & 1045 Pratt Avenue, St Helena, CA (APN's) 009-142-023-000 & 009-142-024-000 will benefit from annexation into the St. Helena Municipal Sewer District No. 1; and
- B. The owner of 1025 & 1045 Pratt Avenue has requested annexation into the St. Helena Municipal Sewer District No. 1; and
- C. The legal description and boundary for the territory to be annexed is described in the attached Exhibit A – Annexation Description; and
- D. All annexation fees have been paid.

**R
E
S
O
L
U
T
I
O
N**

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

1. The territory described in the attached Exhibit A – Annexation Description, commonly known as 1025 & 1045 Pratt Avenue, St Helena, CA (APN's) 009-142-023-000 & 009-142-024-000; and
2. Is hereby ordered for a hearing set; and
3. A hearing for objections, if any, by any person interested in the proposed annexation shall be held during the regular meeting of the City Council at 6:00 on August 14th, 2018.

Approved at a Regular Meeting of the St. Helena City Council on August 28, 2018 by the following vote:

Mayor Galbraith: _____

Vice Mayor White: _____

Councilmember Ellsworth: _____

Councilmember Dohring: _____

Councilmember Koberstein: _____

APPROVED:

ATTEST:

Alan Galbraith
Mayor

Cindy Tzafopoulos
City Clerk



100 Century Center Court, Suite 108
 San Jose, CA 95112
 Phone: 669.204.7080
 www.wreco.com

August 8, 2018

Erica Ahmann Smithies, PE
 Public Works Director/City Engineer
 City of St. Helena
 1572 Railroad Avenue
 St. Helena, CA 94574

Re: Crinella Pump Station – Current Capacity and Odor Issues

Dear Ms. Smithies,

WRECO is currently under contract with the City of Saint Helena as part of an effort to design an upgrade to the existing Crinella sanitary sewer pump station located at 1758 Crinella Drive, at the far end of the Stephen C. McCullagh Park. WRECO is in the process of assessing the existing pump station structural, electrical, and operational status as a means of establishing the preferred conditions for the upgrade effort.

As part of the assessment work, WRECO has already performed and/or analyzed the following significant parameters associated with the Crinella pump station upgrade:

- Conducted Civil, Structural, and Electrical inspections of the Crinella station
- Completed a site survey of the parcel structures
- Performed GPR and core testing of the wet well structure
- Evaluated over eight years of pump station run time records
- Reviewed the recent pump station modifications associated with a new 6-inch force main
- Interviewed Public Works staff regarding customary operations and maintenance

WRECO understands that the current condition of the Crinella pump station is sub-optimal – hence the need for an upgrade. With all of the review that WRECO has currently undertaken, we are in a unique position to offer commentary on both the existing capacity of the pump station and the recurring odor issues that are present at the park and its immediate vicinity.

The capacity of a sanitary sewer pump station is usually assessed as part of a study and report that includes flow monitoring of the sewershed over a period of at least 6 to 8 months, timed and measured discharge of the pumped force main flows, a dynamic analysis of the wet well sizing, estimated impacts on the upstream and downstream flow regimes, and an evaluation of the station switchgear and backup system performance under various conditions. Barring such a thorough study and report, a close approximation of the capacity of an existing pump station can be inferred by assessing run time logs, the normal operating and maintenance conditions related by staff, the physical pump station configuration, and correlating customary sewage generation rates to the recorded pump information. WRECO presents commentary on the latter methodology with respect to the Crinella pump station in this summary letter.





100 Century Center Court, Suite 108
San Jose, CA 95112
Phone: 669.204.7080
www.wreco.com

Crinella Pump Station Capacity

Many of the parcels located within the Crinella sewershed are currently using individual septic systems even though municipal sanitary sewer lines run adjacent to the parcels or are within a feasible distance of a gravity connection. Figure 1 highlights a variety of parcels (red, yellow, and blue) at varying stages of service associated with the municipal sanitary sewer system. The red parcel has been allowed an emergency connection based on the failure of its septic system. The parcels in yellow are pending approval to connect to the municipal sanitary sewer system. The blue parcels are likely candidates for connection to the municipal sanitary sewer lines based on the probability of their septic system failures in the foreseeable future. Figure 2 depicts part of the Crinella sewershed gravity lines in the vicinity of the red, yellow, and blue parcels relative to the location of the Crinella pump station.

With an average residential sanitary sewer connection generating a flow of between 180-400 gallons per day (gpd), the 20 residential connections represented by the colored parcels could result in an additional load of 8,000 gpd. In practice, the additional actual load would likely be half that amount – especially with current water conservation practices. All of the additional flow would be added to the existing flows pumped by the Crinella station.

The Crinella pump station is configured to operate as a duplexing system, where the two duty pumps alternate the lead and lag positions with each activation cycle. The pumps are located in a wet well that receives the flows generated by the sewershed and stores the volume until the On/Off controls call for a pump activation. Based on a review of the run time logs over a period of six years, the Crinella pumps run for about 3 hours a day during what is categorized as Dry Weather Flow (DWF). DWF is customarily taken to coincide with the non-rainy season here in California: the middle of April through the middle of October. As such, the DWF can be used as a baseline to determine the generation rate of a sewershed without the influence of Inflow & Infiltration (I/I). I/I is a measurable amount of flow in the sewer lines that is generated by a variety of non-sewage sources: leaky joints or pipes in the sewer lines, fluctuations in the phreatic line (groundwater table), cross-connections, etc. Since I/I is greatest during the peak storm events of the rainy season (middle of October through the middle of April), it is manifest as an increase over the baseline DWF and classified as Wet Weather Flow (WWF).

The additional flows into the sanitary sewer system caused by WWF are indirectly identified by the increase in run time of the Crinella station pumps. Figure 3 shows a graphical representation of the run time data, with the DWF of May through October averaging 80-90 hours per month and WWF during storm events raising operating times to 400-600 hours per month. This means that during WWF the Crinella station pumps can register 10 to 20 hours of operation per day – much more than the 3 hours per day average during DWF. Since it is likely that only one pump is active at a time during DWF and it is possible that both pumps operate concurrently during WWF, there is not a 1:1 correlation between the DWF and the WWF hours in relation to the ultimate capacity of the Crinella pump station. A duplexing pump station has much more capacity to convey flows downstream through an appropriately sized force main and a decreased total dynamic head (TDH) associated with a surge of inflow into the wet well.

The fact that there is no evidence or recorded incidents of sanitary sewer overflows at the Crinella pump station suggests that even though WWFs peaked at 6 to 7 times the average DWF rate, the pump station has the capacity to convey the documented peak inflows. The typical existing 3-hour daily duty of the





100 Century Center Court, Suite 108
 San Jose, CA 95112
 Phone: 669.204.7080
 www.wreco.com

Crinella pumps based on the average DWF rate would be increased by about 18 to 19 minutes of additional run time per day should an increase of 8,000 gpd be generated by the 20 parcels identified in Figure 1. This marginal increase of about 10% of DWF is minimal compared to the impact of a 6- to 7-fold increase caused by I/I. Thus, the Crinella sewershed could easily double the DWF (i.e. double the population of the sewershed) and still be well within the normal operating parameters for a typical sanitary sewer pump station.

Crinella Pump Station Odor Issues

Several factors contribute to the nuisance odor issues currently associated with the Crinella pump station. Raw sewage odors are usually the result of several off-gassing compounds: Sulfur Dioxide, Methane, Ethyl and Methyl Mercaptan, Dimethyl Sulfide, and chiefly Hydrogen Sulfide (rotten egg smell). These compounds are naturally occurring in raw sewage and combine to give sewage a characteristically offensive odor. The principal contributing factors in the case of the Crinella pump station are as follows:

- **Open Wet Well Ventilation**
 Due to the current configuration of the submersible pumps, it is necessary for the pump discharge piping and the control wiring to rise from the wet well through an access hole and out through the wall of the pump station structure to the existing 6-inch force main. A loosely fitted access hole cover serves to keep personnel from accidentally falling into the wet well, but allows odors generated by the raw sewage in the wet well to permeate the surrounding area. See Figure 4.
- **Wet Well Shape**
 The wet well is a 13-foot square approximately 11 feet deep. With the submersible pumps located in the center of the wet well, very little circulation and flushing of the raw sewage occurs in the corners. This increases the off-gassing from anaerobic decomposition and contributes to the generation of the aforementioned compounds, with high levels of Hydrogen Sulfide produced as a by-product.
- **Pump Run Times**
 A large wet well relative to the amount of sewage generation means that the depth of sewage needed to call for an On/Off cycle incorporates more volume per vertical foot of storage. This increases the residence time of the sewage volume between pump activations, allowing more decomposition to take place and a higher rate of off-gassing.

There are several steps that can be currently implemented to help mitigate the existing odor issues. Actions involving elements outside of the wet well are likely to be much easier for staff to execute, since activities near or in the hazardous environment of the pump station wet well may be impractical or economically infeasible given the timeframe for the Crinella upgrade.

The following actions should be considered for a reduction in the odors associated with the existing pump station:





100 Century Center Court, Suite 108
 San Jose, CA 95112
 Phone: 669.204.7080
 www.wreco.com

1. Wet Well Cover

The loosely fitted access cover can be supplemented by incorporating a suitable plastic liner to seal the off-gassing from the wet well. A temporary passive carbon filter vent can be combined with the liner to keep dangerous levels of gases from accumulating in the sealed wet well and provide “breathability” for the pump operating cycles.

2. Wet Well Dead Volume

All pumped wet wells have a point at which the pumps can no longer draw the liquids into the volute. The minimum volume below this point is the dead volume. The duty pump Off float should be set to draw down the wet well to the lowest level possible prior to triggering the end of a pump cycle so that only the minimal level of sewage is retained.

3. Run Time Cycle

The minimum run time cycle for the Crinella pump station should account for a complete turnover in the 6-inch force main volume. This allows for a full flushing action of the force main and minimizes the potential for clogging of the discharge line. The float control calling for a duty pump cycle to activate – the pump On condition – should be set to activate as soon as the force main volume is reached. By activating the minimum run time cycle as often as possible, the sewage is given the least amount of residency in the wet well.

4. Chemical Dosing Controls

Dosing a wet well with Sodium Hypochlorite or Potassium Permanganate are two of the most economical and wide-spread strategies for reducing odors associated with raw sewage. These systems usually require a barrel of solution to be replenished periodically and a programmed pump system to administer the dosing. Although more economical than other methods of odor control, chemical dosing requires training personnel, hazardous materials handling and storage protocols, or subscribing to a third-party vendor service.

If actions 1-4 are implemented, it is likely that there will be a reduction in the noxious odors at the Crinella pump station by about 70% to 80% from the levels currently experienced in its vicinity.

In closing, please note that the Crinella pump station PS&E design work by WRECO is on schedule to be delivered to the City by November of this year – well ahead of the original schedule. If the financing for the construction upgrade is secured in a timely fashion, site activities could begin as early as May, 2019.

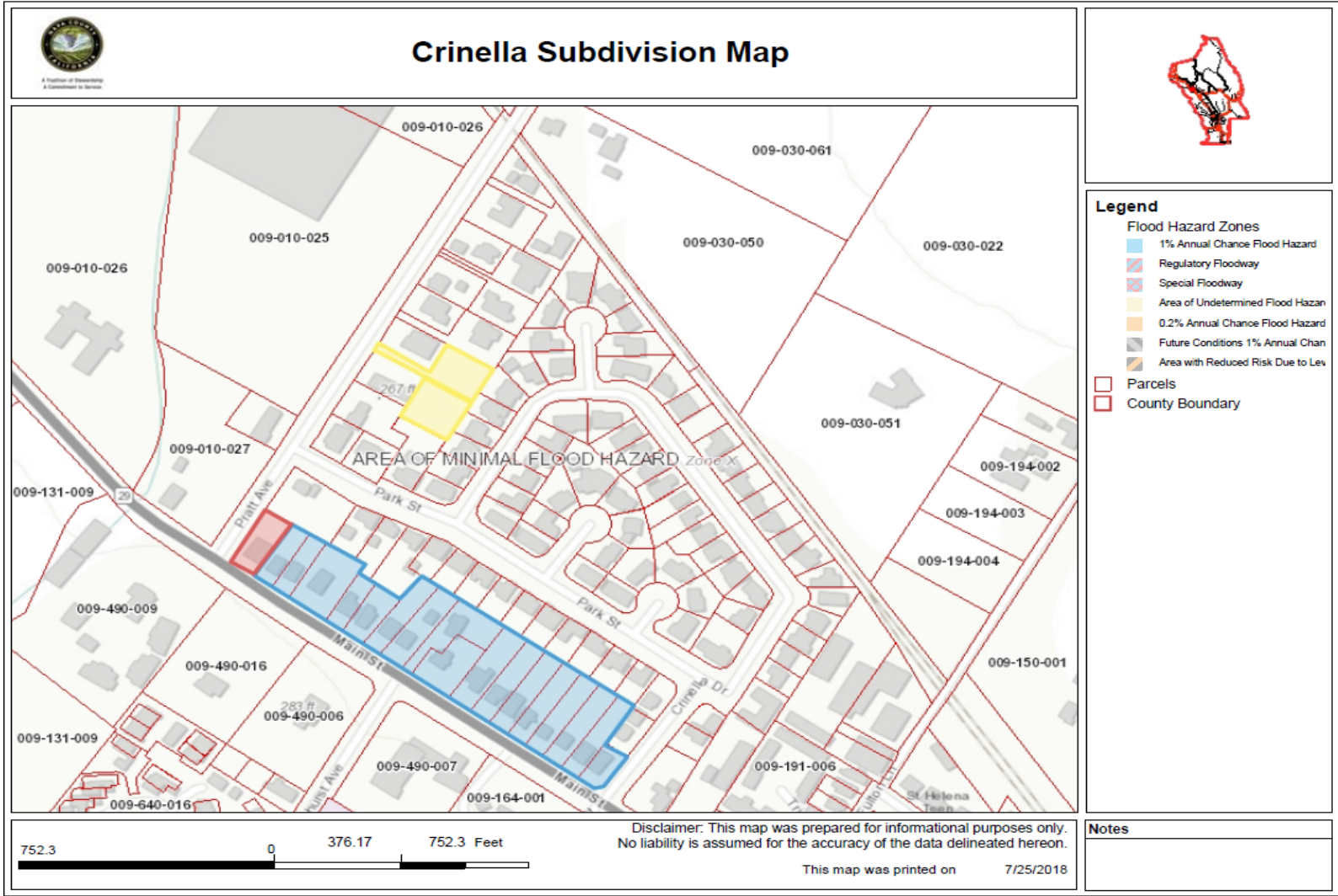
Regards,

WRECO

Eric Biland, P.E.
 Senior Engineer
 C75125



Figure 1: CRINELLA SUBDIVISION MAP



8/8/2018

Figure 2: CRINELLA PUMP STATION SEWERSHED



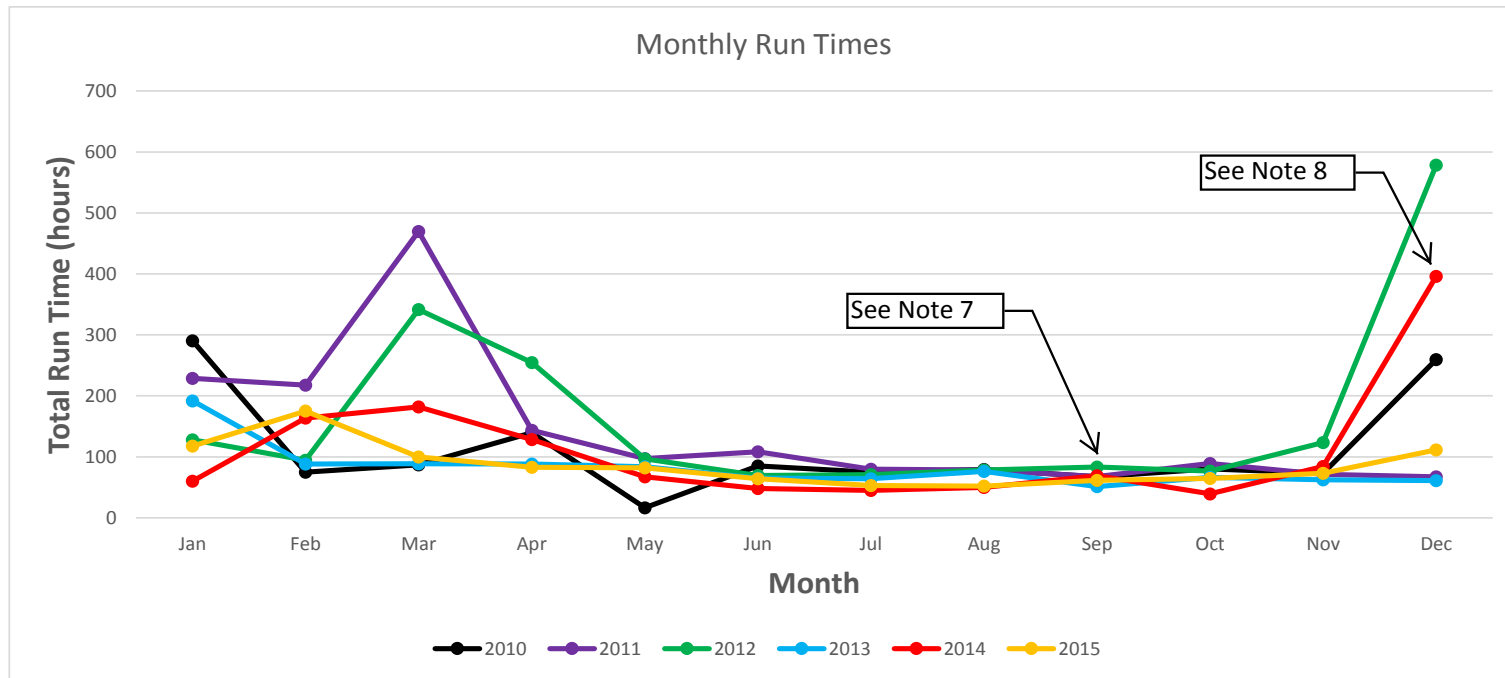
Notes:

1. Partial sanitary sewer gravity system in Crinella pump station sewershed.
2. 6" force main (6" F.M.) to Railroad Avenue is the active discharge line.
3. 4" force main (4" F.M.) to manhole 6-4 is not currently in use.



8/8/2018

Figure 3: CRINELLA PUMP STATION RUN TIMES



Notes:

1. Crinella Pump Station located at 1758 Crinella Drive in Saint Helena, CA.
2. Pump station is configured as a duplexing operation (two pumps alternate lead and lag positions).
3. Monthly run times indicate total hours logged for combined pump operations.
4. Pump operation periodically logged in record binder by Public Works Staff.
5. Years plotted represent most recent, complete, annual records available.
6. Total run time data for April, 2010 is missing. Point plotted is averaged from run time of 2011 to 2015 data.
7. Dry weather months correlate with baseline sewage pumping of 80 - 90 hours per month.
8. Wet weather peaks correlate with I/I loading from high rainfall activity.
9. No sanitary sewer overflows were recorded during the 2010 - 2015 operations.



8/8/2018

Figure 4: CRINELLA WET WELL



Wet Well Discharge Piping



Wet Well Access Hole

August 2, 2018

To: City of St. Helena

This letter is to ask the Council to reconsider its position with regard to 1025 and 1045 Pratt sewer annexation. I am not sure about the rationale behind this decision. I, however was told that after the hotel completed their upgrade to the public sewer system I would be able to connect.

I purchased 1045 Pratt April 2013. I was told by the city planning that I had to show that I could comply with the water neutrality ordinance before I could turn in the plans. That turned out to be a two year process. However when I went to submit the plans I was informed that connections to the public sewer system were not being allowed until the hotel finished its upgrade to the public sewer main, and was told to wait and keep checking in. Once I saw that the hotel construction was almost complete, I then went through the effort to have my plans completed and submitted. I completed this process based on the information that was presented to me by the City.

For the last 2 years it has been one issue after another. I had to provide proof through easement documentation that the lot had rights to use the private main which connects to the public sewer. I have spent numerous days and hours with Erica and people at the Napa County Recorder's Office. Having provided proof I was then told to video the sewer line to Volker Court and provide a copy of the video to the City engineers. I provided the video as requested and was at that time told all looks good.

I submitted what I thought was my final paperwork in order to get the building permit. I was even handed the printout to pay the school taxes only to find out that there was an issue at the City Council meeting. Someone brought up a concern with smell that has apparently been there since the inception of the pump station. After reviewing the online video of the meeting, I am not sure how smell has anything to do with capacity. Through this process I have always been told that capacity is not an issue.

I am trying to comply with the City ordinance which mandates public sewer connection. I have been working on this project for 5 years. I was told that there is enough capacity to handle my project I am asking the Council to reconsider.

Sincerely,

Mark Andrade
(408) 472-1948
andradebuilders@gmail.com



CITY OF ST. HELENA

DEPARTMENT OF PUBLIC WORKS

1572 RAILROAD AVENUE, ST. HELENA, CA 94574

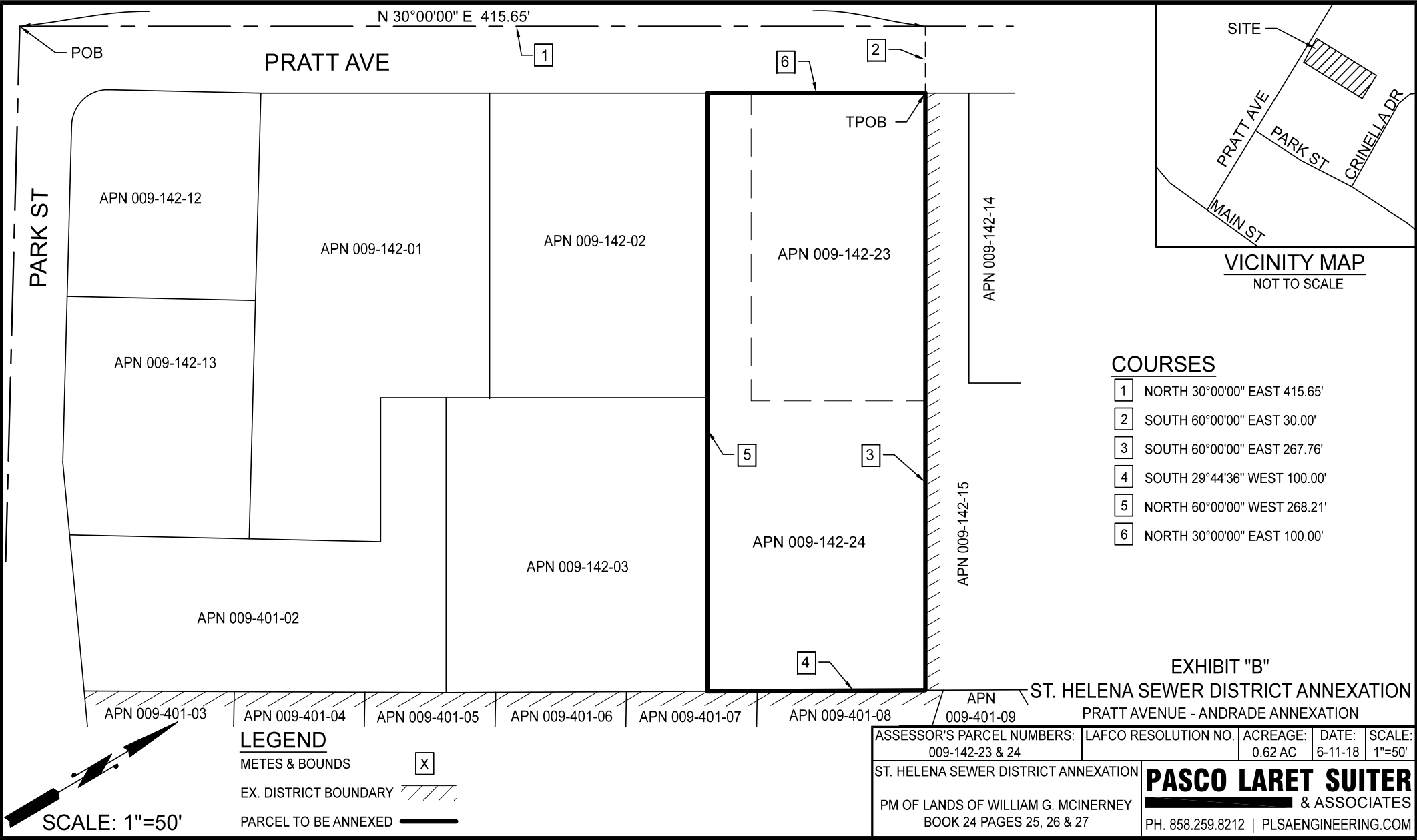
707-968-2658

Application for Sewer Annexation

APPLICANT INFORMATION			
Applicant(s) Name MARK ANDRADE		Phone 408/472 1948	
Applicant(s) Street Address 401 E ARQUES AVE	City SUNNYVALE	State CA	Zip 94085
Property Owner Name MARK ANDRADE		Phone	
PROPERTY INFORMATION			
Property Address seeking sewer annexation 1045 PRATT AVE		City ST HELENA	State CA
		Zip 94574	
Assessor's Parcel No (APN) 009-142-024	Dwelling Square Footage 3423	Existing Land Use EMPTY LOT	
Subsequent Development Plans, if any, and Timing			
REQUIRED SIGNATURE			
I hereby certify that this application and all other documents submitted are true and correct to the best of my knowledge and belief. I also certify that I am the owner of the above property and have full legal rights to the property.			
Property Owner Signature <i>Mark Andrade</i>		Date 4/18/18	
**** FOR OFFICE USE ONLY ****			
Application Received By C Cook		Date Application Received 4/18/18	
Present Zoning		General Plan Designation	
Application Checklist		Date Completed	
St. Helena Application for Sewer Annexation		Sewer Connection Application Fee (St. Helena)	
Statement of Boundary Change Application: BOE		Annexation Process (St. Helena)	
Fees submitted		Connection Fee Inspection (St. Helena)	
Staff Report/Resolution Drafted		Sewer Impact Fee (St. Helena)	
City Council Approved		State Board of Equalization (BOE) Fee	
Legal Description and Map		Napa County Mapping Flat Fee	
Confirm Tax Area Rate		Total Due at Application	
Submission to BOE		Sewer Impact Fee: \$ _____ * X _____ (Habitable SF)	
Submission to Napa County Auditor		(17/18) *PER SF \$51 SFR \$74 MFR \$49 Office \$66 Industrial \$99 Com/Retail \$98 Lodging	
Submission to Napa County Assessor's office		Total Collected with Application	
Napa County Tax Rate Area Change Received		Date Payment Received	
Grading Permits Approved		Fees to other agencies:	
Encroachment Permits Approved		State Board of Equalization Fee (Check # _____)	
Finance Notified		Napa County Mapping Flat Fee (Check # _____)	
Date Service Began		\$162.00	

used
6/14/18

Updated 2/2018



- COURSES**
- 1 NORTH 30°00'00" EAST 415.65'
 - 2 SOUTH 60°00'00" EAST 30.00'
 - 3 SOUTH 60°00'00" EAST 267.76'
 - 4 SOUTH 29°44'36" WEST 100.00'
 - 5 NORTH 60°00'00" WEST 268.21'
 - 6 NORTH 30°00'00" EAST 100.00'

LEGEND

METES & BOUNDS [X]

EX. DISTRICT BOUNDARY [Hatched Line]

PARCEL TO BE ANNEXED [Thick Solid Line]

SCALE: 1"=50'

ASSESSOR'S PARCEL NUMBERS: 009-142-23 & 24		LAFCO RESOLUTION NO.	ACREAGE: 0.62 AC	DATE: 6-11-18	SCALE: 1"=50'
ST. HELENA SEWER DISTRICT ANNEXATION		PASCO LARET SUITER & ASSOCIATES			
PM OF LANDS OF WILLIAM G. MCINERNEY BOOK 24 PAGES 25, 26 & 27		PH. 858.259.8212 PLSAENGINEERING.COM			

PLSA 2902

EXHIBIT "A"

"PRATT AVENUE-ANDRADE ANNEXATION"

GEOGRAPHICAL DESCRIPTION

APN: 009-142-023 & 024

ANNEXATION NO _____

ALL THAT CERTAIN PROPERTY, SITUATED IN THAT PORTION OF LOTS ONE AND TWO AS SHOWN ON THE MAP ENTITLED PARCEL MAP OF THE LANDS OF WILLIAM G. MCINERNEY, FILED DECEMBER 29, 2003 AT BOOK 24 OF PARCEL MAPS AT PAGES 25 – 27, NAPA COUNTY RECORDS, OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF PRATT AVENUE AND PARK STREET AS SHOWN ON SAID BOOK 24 OF PARCEL MAPS AT PAGES 25 – 27 AND BOOK 17 OF RECORD OF SURVEYS AT PAGE 13; THENCE ALONG THE FOLLOWING NUMBERED COURSES:

1. THENCE NORTH 30°00'00" EAST 415.65 FEET ALONG THE CENTERLINE OF SAID PRATT AVENUE TO A POINT OF INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE NORTHERLY LINE OF SAID LOT 1;
2. THENCE SOUTH 60°00'00" EAST 30.00 FEET ALONG SAID PROLONGATION TO THE **TRUE POINT OF BEGINNING**
3. THENCE SOUTH 60°00'00" EAST 267.76 FEET;
4. THENCE SOUTH 29°44'36" WEST 100.00 FEET;
5. THENCE NORTH 60°00'00" WEST 268.21 FEET;
6. THENCE NORTH 30°00'00" EAST 100.00 FEET, TO THE **TRUE POINT OF BEGINNING**

CONTAINING 0.615 ACRES OF LAND MORE OR LESS

FOR ASSESMENT PURPOSES ONLY. THIS DESCRIPTION OF LAND IS NOT A LEGAL PROPERTY DESCRIPTION AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND DESCRIBED.



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: New Business

Subject: Consideration of authorizing Safety Exceptions for the Large Truck Ordinance, to entities within the City, through an application process.

CEQA Determination: Not a CEQA project

Prepared By: William Imboden, Chief of Police

Reviewed By: April Mitts, Finance Director

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

In October, 2017, in response to concerns from several residents and businesses in town, the City Council adopted Saint Helena Municipal Code section 10.36.020: *Restriction of heavy trucks to truck traffic routes*. The purpose of the ordinance was to prevent large trucks (defined as those in excess of 10,000 pounds gross weight) from using alternate routes through town to avoid Main Street congestion.

These large trucks were consistently found driving on back roads and residential streets such as South Crane Avenue, Spring Street, Allyn Avenue, Oak Avenue, and Madrona Avenue, to name a few. To comply with the new Truck Ordinance (Ordinance) trucks are restricted to the most direct route to their destination off SR-29 / Main Street (i.e. A truck making a delivery to Safeway is required to take Hunt Street or Adams Street off of Main Street).

Prior to the Ordinance being enforced the City mailed notification letters to each business in town that could potentially use the services of the affected trucks, providing them with a copy of the ordinance. The Police Department notified the Department of Transportation of the changes to the truck routes so they could update their website, and the City erected permanent signs at the north and south entrances to town along SR-29, notifying drivers of the new ordinance.

Between the notification campaign and the inception of the Ordinance the Police Department has experienced a sharp decrease in the number of complaints about large trucks in the residential areas, and although four citations were issued to drivers, the number of observed violations of the Ordinance has since become virtually non-existent.

DISCUSSION

One of the reported unintended consequences of the ordinance is that large trucks sometimes have trouble navigating certain intersections the ordinance requires them to use. Another reported concern relates to the required use of specific streets that are perceived to introduce other safety challenges. The following scenario is one example:

When a truck is making a delivery to a business on North Crane Avenue, by the letter of the ordinance they must use Grayson Avenue to approach from Main Street because it is the closest cross street to the business. Prior to the Ordinance taking effect these same trucks were able to use Sulphur Springs Road to South Crane Avenue to approach the business. One concern with this route was having large trucks travelling past the Saint Helena Primary School, where young children are dropped off and picked up in the morning and afternoon.

Some of the stated concerns with the newly required approach are as follows: (1) making the turn onto Grayson Avenue from Main Street can be difficult for the larger trucks, despite the presence of a turn pocket from Main Street if there are vehicles stopped at the limit line of eastbound Grayson Avenue, at the intersection of Main Street; (2) Grayson Avenue is a narrow residential road, with combined single family and multi-family dwellings on the north side with a gravel edge and with cars frequently parked along most of the length of the road and on both sides where allowed, making the road even more narrow; (3) trucks are passing through the main ingress and egress to the campus for Saint Helena High School where students are on foot, on bicycles, and in vehicles; (4) large trucks are still having to pass the Primary School at the intersection of Grayson Avenue and South Crane Avenue/Valley View Avenue just from a different direction; and (5) making the right turn from Grayson Avenue to go north on Valley View Avenue causes the trucks to turn into the southbound lane of Valley View Avenue because the intersection is not wide enough or engineered properly for large trucks to safely make this turn.

While there are legitimate reasons for concern with large trucks using South Crane Avenue as a means to bypass Main Street traffic, this ordinance is potentially creating a more substantial safety issue by requiring some of the trucks to operate on a densely populated residential street the ordinance was trying to force them to avoid.

Staff provides this example of a scenario to illustrate why the Council may desire to authorize a Safety Exception Waiver to be issued by the Chief of Police, or their designee in the Chief's absence.

Staff recommends any waiver of this type be restricted to businesses located within Saint Helena, issued on a case-by-case basis upon written application by the business. The application should require the business to explain the safety implications of the current route they are required to use in compliance with the ordinance, define the specific route they want waived, be subject to an expiration date, and subject to revocation for cause.

FISCAL IMPACT

Not applicable.

RECOMMENDED ACTION

Staff requests direction from the Council on the desire to bring forward a draft Truck Ordinance Safety Exception Waiver process.

Cindy Tzafopoulos

Subject: FW: Large Truck Ordinance - Safety Exception, August 28, 2018

From: Jennifer Di Battista <jdb@aj-vineyardsupply.com>

Sent: Tuesday, August 28, 2018 3:43 PM

To: Alan Galbraith <AGalbraith@cityofsthelena.org>; William Imboden <Wimboden@cityofsthelena.org>; Mark Prestwich <MPrestwich@cityofsthelena.org>; Geoff Ellsworth <GEllsworth@cityofsthelena.org>; Paul Dohring <PDohring@cityofsthelena.org>; Peter White <PWhite@cityofsthelena.org>; Mary Koberstein <MKoberstein@cityofsthelena.org>

Subject: Large Truck Ordinance - Safety Exception, August 28, 2018

To our Mayor, City Council, City Manager & Police Chief,

Regrettably I am unable to attend tonight's City Council meeting during which the large truck ordinance safety exemption may be discussed. Please accept the following comments in regards to large trucks coming to and from our business, for consideration in my absence:

SAFETY

- **Grayson Avenue:** has two schools and a considerable amount of traffic in the morning and early afternoon. While there are sidewalks for pedestrian safety, there are also student drivers, dozens of parked cars, and many cars in and out of loading zones, especially in front of the high school. While it may seem that a traffic light at Grayson and Main would increase truck safety, it is very difficult for a large truck turning left onto Grayson to make the turn if there is a car in the turn lane on Grayson waiting to turn North onto 29/Main. It is also difficult for a large truck to make the right turn off of Grayson, onto Valley View, especially when there is a large line of cars on Valley View in the morning and early afternoon, waiting to make the turn onto Grayson to pick up their children from school.
- **Mitchell Drive:** the turn onto Mitchell from Main is extremely tight and has the potential to create backlog as cars maneuver in and out of the Wells Fargo parking lot. I find this a difficult intersection in a car, and would certainly not want to attempt it in a large delivery truck. Turning off of Mitchell, right onto Main is much more feasible. The West end of Mitchell is lined with trees on the North side that have low-lying branches and large trucks often collide with the branches, leaving debris behind on the roadway and potentially causing damage to the trucks. Turning South onto N. Crane from Mitchell seems reasonably safe for a large truck.
- **Spring Street:** there is no way for a large delivery truck to safely make the turn off of Main onto Spring.
- **Sulphur Springs:** the entrance to Sulphur Springs from Main is significantly wider than the other streets mentioned. While there is no traffic light, the newly installed turn lane allows trucks to wait for a safe opportunity to turn without obstructing North-bound traffic. There is a business on the North corner (Zumwalt Ford), but the visibility is quite good, both in and out of that business. The roadway between main and S. Crane is reasonably wide to allow for safe passage of trucks.
- **South Crane:** The turn from Sulphur Springs onto S. Crane is also tight, but seems to be less congested than the alternatives. The North half of S. Crane is vineyard and has considerable shoulder. The South half does have a park and a school with limited sidewalks, but is a straight trajectory for a truck heading to our business. No wide turn is required, therefore lessening the danger.

LOGISTICS

- We spend a considerable amount of time and resources managing the logistics of trucking for third-party loads coming in and out of our facility, primarily for the benefit of the City and the neighbors. We request that drivers call ahead to schedule deliveries so that we can route them the safest way possible. By sending them in and out on S. Crane, we keep them out of the most congested roads and can also stage them safely on the shoulder to wait if we have other trucks in the yard, eliminating the need for them to idle in the neighborhood outside our gate. If they come down Grayson or Mitchell, there is no place for them to wait, meaning that they will be forced to come into the neighborhood and stay there longer.
- Some “solutions” have been offered by other constituents which are simply not feasible from a business standpoint. Requesting our suppliers use smaller trucks means less than 10,000 lbs per load. A full-size semi carries 48,000 lbs and often is hauling for more than one customer. They would not comply with this request. Double-trailers does not mean less weight. And the suggestion that we unload in the Industrial Zone and then shuttle the product to our location with our small flatbeds is simply outrageous. We do not own or lease space in the industrial zone so the idea of unloading there (where...on the street?) is not even to be considered.

ORDINANCE

- Giving large trucks large fines for first offenses directly impacts our ability to do business. We are not able to talk to every driver before they come in and not every driver will know of the Ordinance or which road is the designated shortest route. If they are hit with large fines for a first offense they will not want to come back and this will create an unnecessary hardship. We kindly request warnings for all drivers for first offenses.

USE

- We are a local-serving business, operating under a use permit issued by the City after following the complete and standard use permit process
- We are currently and have always been in full compliance with the conditions of our use permit
- The fact that we stated in our use permit application that we anticipated 1-2 deliveries a week and our business has since grown, has no bearing on the actual stated conditions of our use permit, which in fact does not establish a limit on the number of trucks that can be received.

Therefore, it is our view that the safest and most neighborhood-friendly route for large trucks coming in and out of our business is Sulphur Springs to S. Crane to Birch to N. Crane. We believe that the above points and actual “shortest routes” were not considered during the Truck Ordinance discussions as it was not the intent or main focus of the ordinance but rather an unintended consequence and therefore a safety exception should be made, allowing large trucks coming to and from A&J Vineyard Supply to use Sulphur Springs as ingress and egress.

Thank you for your time and consideration,

Jennifer Di Battista, CFO
A&J Vineyard Supply Inc.
 707/963-5354 voice
 707/967-8242 fax
jdb@aj-vineyardsupply.com
www.aj-vineyardsupply.com





Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: New Business

Subject: City Council consideration of a recommendation from City staff to fund an additional contingency budget of \$30,000 with a loan from the Affordable Housing Trust Fund (AHTF) to Calistoga Affordable Housing (CAH) for the Turley Flats Affordable Housing project at 1105 Pope St.

CEQA Determination: This action is exempt from the requirements of CEQA under the "General Rule", Section 15061 (b) (3), in that it can be seen with certainty that no environmental impacts will result from this action; and Section 15273 given that CEQA does not apply to Rates, Tolls, Fares and Charges.

Prepared By: Noah Housh, Planning & Community Improvement Director

Reviewed By: Mark T. Prestwich, City Manager

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

On October 23, 2012, the City Council adopted Resolution 2012-87 which provided Calistoga Affordable Housing (CAH) with a fee subsidy for the 8-units of affordable housing at 1105 Pope Street (Turley Flats Apartment) in the amount not to exceed \$150,000. This Impact Fee "subsidy" was provided through a supplemental loan to cover the project's Development Impact Fees from the Affordable Housing Trust Fund (AHTF).

The approval was based upon the fact that the project is: a) an affordable housing project; b) a "city-center" complex proximate to commercial and public transportation; and c) a livable community, so the Council found several impact fees not applicable to the project. The City Council also agreed to contribute the applicable impact fees of approximately \$33,000 on behalf of CAH for water impacts, sewer impacts and storm drain impacts through a loan from the AHTF.

On July 9, 2013, the City Council adopted Resolution 2013-49 subsidizing all application fees for Turley Flats, (estimated to be up to \$8,500) by funding these fees with a loan from the AHTF.

On August 20, 2013, the Planning Commission approved the Turley Flats affordable housing project. This project is a three-story, eight unit project, consisting of ground level parking and 6-two bedroom and 2- three bedroom apartment units originally required to provide housing for moderate-, low- and/or very low- income residents.

On October 14, 2014, the City Council adopted Resolution 2014-101 approving a total loan allocation of \$500,000 from the City's AHTF for the Turley Flats project. Use of these funds include the authorized \$158,500 in fee subsidies and contributions outlined in Resolutions 2012-87 and 2013-49. The remaining amount of \$341,500 is a housing loan (all at a three-percent interest rate), that will be governed by the previously approved loan agreements.

On October 25, 2016, the City Manager requested Council approval on a request from CAH to increase the amount the City has committed to the project from \$500,000 to a new loan amount of \$640,000 to address increases in construction cost projections. This loan funding source was the Affordable Housing Trust Fund with the interest rate at three-percent. The Council at this time expressed concern with the overall financing of the project and the timing of the award of the funds (from each funding source), and asked that the applicant provide additional information regarding their loan application to the County of Napa. Based on these concerns, the Council did not authorize the additional funding requested at this meeting.

It is worth noting that the \$158,500 previously committed in 2012 and 2013 was characterized as a grant; however it is actually intended to be a part of a loan from the AHTF to CAH and is currently included in the total amount previously committed for the project in 2014, totaling \$500,000. The loan is payable on a residual receipts basis, as cash is available from the rent receipts of the project.

On January 31, 2017, the City Council considered and approved a request to increase the overall loan amount to Calistoga Affordable Housing for the Turley Flats project to \$700,000; the draft loan documents for the funds (including an Affordable Housing Loan Agreement, Regulatory Agreement, Promissory Note and a Deed of Trust); accepted an Emergency Vehicle Access Easement; and authorized the City Manager to execute the loan documents on behalf of the City.

On, April 4, 2017, the Napa County Board of Supervisors considered a request from Calistoga Affordable Housing for a separate loan of \$650,000 to cover the outstanding costs associated with the construction of the Turley Flats project. At this time the Board chose to approve the funding request in the form of a loan. However, there were several stipulations in the County's loan documents that were inconsistent with the loan documents adopted by the City. Further, the County documents included additional requirements not previously discussed or presented to City staff or the City Council,

which include a requirement that the City authorize a RHNA Transfer Agreement transferring 2 RHNA credits from the City to the County in the next Housing Element Cycle. The combination of these changes and the additional requirements resulted in a need to present the documents and supporting information back to the City Council for review and action.

According to CAH, as of April 2017, total project funds included a bank loan for \$1.4 million; a loan from the City of \$700,000; a loan from the County for \$650,000 and an additional grant from the Gasser Foundation for up to \$150,000 to cover construction costs associated with the project.

On April 24, 2018, Calistoga Affordable Housing requested an increase in the AHTF loan for up to an additional \$135,000 (rounded up by staff from the actual request of \$130,188) to complete the Turley Flats eight unit multi-family housing development, located at 1105 Pope Street. This request was based on a number of unanticipated construction costs associated with the development of the proposed project. Some of the unanticipated costs resulted from the discovery of low levels of hydrocarbon fuel contamination (likely from the nearby gas station), the need to winterize the site to allow construction to move forward through the winter months and a number of other unanticipated or unaccounted for elements in the project schedule. The City Council voted to provide the additional \$135,000 loan from the AHTF to CAH for the Turley Flats project, for a total City contribution of \$835,000 to the project.

On August 2, 2018, City staff was notified that additional change orders resulting from unforeseen challenges with the construction of the underground utility elements of the project had again pushed the project over the approved budget by approximately \$148,000. Based on this, the project's loan from Poppy Bank was frozen and the bank refused to fund any additional payments until the budget shortfall was compensated.

On, August 14, 2018, the Napa County Board of Supervisors approved a request from CAH that they provide the project with an additional \$148,000 in funding to cover the budget shortfall with the total County project contribution increasing to \$798,000. However, this approval came with several caveats discussed further below.

DISCUSSION

The City Council previously approved a loan agreement, promissory note, deed of trust, regulatory agreement, relocation plan, indemnification agreement, inter-creditor and subordination agreement and a RHNA transfer agreement, as part of the Turley Flats project funding approvals, which totaled \$835,000.

As identified, the project construction costs have gone beyond the amended budget by approximately \$148,000 and the Napa County Board of Supervisors has agreed to fund these increase costs, subject to several caveats (resolution attached) discussed below.

1. That the City of St Helena agree to allow a third Regional Housing Needs Assessment (RHNA) credit be transferred from the City of St Helena to the County of Napa in the next RHNA housing cycle, 2022-2030 (two RHNA credits were previously committed as a part of the County's previous funding of \$650,000 in project costs).
2. That the City approve an additional contingency budget to cover "...any cost overruns that may occur after the County contributes \$148,000..." In reviewing the new \$148,000 funding request, a financial analysis by the County identified that the project was subject to risk of additional costs (including an identified \$5,000 short fall for landscaping costs) and recommended an additional contingency fund be created to cover those potential costs and prevent further work stoppages.

While City staff was not involved in drafting the specific conditions placed upon the County funding (and does not support the blanket commitment included therein), there is a demonstrated need and strong benefit to providing additional contingency funds to ensure project completion and occupancy in 2018. Based on this, staff is recommending an additional \$30,000 be set aside from the AHTF as a contingency loan for the Turley Flats project to cover any future unanticipated construction costs.

Prior to the previous Council approval to fund the additional \$135,000 requested, CAH indicated they had submitted several grant applications seeking other sources for these funds. In approving the supplemental funds, the Council asked for an accounting of those grant applications and funds. Attached is a summary provided by Larry Kromann of Calistoga Affordable Housing discussing the lack of any additional grant funding being secured for the Turley Flats project.

It is important to note that the City is anticipating occupancy of these units as a method of compliance with the 2018, milestone of the Calderon settlement, which requires approval and/or occupancy of 12 affordable housing units, or payment of \$500,000 from the General Fund into the AHTF, by December 31, 2018.

FISCAL IMPACT

The fiscal impact of this request (if approved), is a potential direct cost to the AHTF of up to \$30,000, if contingency funds are approved.

This is in addition to the indirect costs of the staff time needed to revise the agreement and process the request.

The current balance of the AHTF (accounting for all existing commitments) is approximately \$136,210. If approved and required by the project, the remaining unencumbered funds would be \$106,210 (rising to \$186,210 after re-payment of the temporary \$80,000 loan granted to Our Town St. Helena on August 14, 2018). If these contingency funds are not utilized, the remaining balance would be \$216,210.

RECOMMENDED ACTION

It is recommended by staff that the City Council adopt a resolution to approve:

1. Modifying the Turley Flats RHNA Transfer agreement with the County of Napa to include three RHNA credits in the 2022-2030 housing cycle; and
2. Create an additional contingency budget (in the form of an increased AHTF loan) of up to \$30,000 to the Turley Flats eight unit affordable housing project, to cover any additional unbudgeted costs and ensure the project is completed and occupied in 2018.
3. Authorize the City Manager to draft, finalize and approve the required documents.

ATTACHMENTS

[CAH Resolution No. 2018-_____ Re Turley Flats - Increase Contingency Loan](#)

[CAH County Turley Reso](#)

[CAH Turley Funding Gap Request](#)

[CAH Turley FLats final budget number july 5 2018](#)

[CAH County \(Lesar\) Financial Analysis](#)

[Napa County per Unit Loan Summary](#)

CITY OF ST. HELENA

RESOLUTION No. 2018-____

Resolution of the Council of the City of St Helena:

Approving a request from Calistoga Affordable Housing (CAH) that the City provide an additional contingency loan of up to \$30,000 from the Affordable Housing Trust Fund (AHTF) to the Turley Flats Affordable Housing Project (1105 Pope St) for a total potential AHTF contribution of \$865,000

RECITALS

- A. On October 9, 2012, Calistoga Affordable Housing (CAH), developer for Turley Flats Apartments (Turley Flats Project), submitted a written request asking City Council for a fee adjustment; and
- B. On October 23, 2012, the City Council adopted Resolution 2012-87 approving a fee subsidy up to \$150,000 for the Turley Flats Project, an 8-unit 100% affordable housing project; and
- C. On July 3, 2013, CAH submitted a written request asking City Council for an additional fee subsidy to cover all application processing fees; and
- D. On July 9, 2013, the City Council adopted Resolution 2013-49 approving the request to subsidize application processing fees up to \$8,500; and
- E. On August 13, 2014, CAH met with the Mayor and City Manager to discuss the Turley Flats Project and funding options; and
- F. On October 14, 2014, the City Council adopted Resolution 2014-101 approving a total contribution to CAH of \$500,000 in the form of a loan from the AHTF; and
- G. The funds were allocated as follows: \$341,500 in the form of a housing loan that will be governed by loan agreements and \$158,500 in fee subsidies (also in the form of a loan from the AHTF and governed by the same agreements) as established in Resolutions 2012-87 and 2013-49; and
- H. On January 31, 2017, the City Council considered and approved the request by CAH to increase the overall loan amount for the Turley Flats Project to \$700,000; approved draft loan documents for the funds (including an Affordable Housing Loan Agreement, Regulatory Agreement, Promissory Note and a Deed of Trust); accepted an Emergency Vehicle Access Easement; and authorized the City Manager to execute the loan documents on behalf of the City; and
- I. On April 4, 2017, the Napa County Board of Supervisors approved a request from CAH for a separate loan of \$650,000 to cover the outstanding costs associated with the construction of the Turley Flats Project; however, there were several stipulations in the County's loan documents that were inconsistent with the loan documents adopted by the City, including a requirement that the City authorize a RHNA

Transfer Agreement transferring 2 RHNA units from the County to the City in the next Housing Element Cycle; and

- J. On June 13, 2017, the City Council considered and approved the following: (1) modifications to the previously adopted Loan Agreement loaning \$700,000 from the AHTF to CAH for the Turley Flats Project; (2) modifications to the previously adopted Turley Flats Regulatory Agreement, governing affordability levels for the 8-units in the Project; (3) a Relocation Plan for the previous tenants of the existing homes on the Project site; (4) an Indemnification Agreement between the County and the City addressing legal obligations associated with the temporary relocation of residents of the Turley Flats Project; (5) an Inter-Creditor Agreement between the County and the City, identifying the specific position of each in the unlikely event of a foreclosure on the property; and (6) a RHNA Transfer Agreement between the County and the City transferring residential 2-units from the County's RHNA requirement to the City's in the next Housing Element Cycle, beginning in approximately 2023. The City Council also authorized the City Manager (or designated signee) to execute the foregoing loan documents (Loan Documents) on behalf of the City, and to authorize the release of the \$700,000 loan (except for the \$60,000 contingency amount), contingent upon County approval of the pending \$650,000 loan application (or other source of matching funding), issuance of the construction loan of \$1.4 million from a traditional lender and a fully capitalized project; and
- K. CAH has secured a bank loan for \$1.4 million, a loan from the City for \$700,000, a loan from the County for \$650,000 and a grant from the Gasser Foundation for up to \$150,000 to cover construction costs associated with the Project; and
- L. On April 24, 2018, the City Council approved a request from CAH for an increase in the approved AHTF loan for up to an additional \$135,000 to complete the Turley Flats Project; this request is based on a number of unanticipated constructions costs associated with the development of the Turley Flats Project, and CAH has provided a detailed list of the design and construction issues identified as increasing the costs beyond the previously anticipated budget and this list will be utilized to update the budget.
- M. On August 14, 2018, the Napa County Board of Supervisors approved an additional \$148,000 in funding for the Turley Flats project, to cover further project construction cost overruns. In doing so, the Board placed several requirements on this funding including that the City of St. Helena agree to transfer a third RHNA credit to the County of Napa in the 2022-2030 Housing Cycle and that the City agree to cover any further cost over runs affecting the completion and occupancy of the Turley Flats Affordable Housing project.

RESOLUTION

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

- 1. Approves the request from CAH that the City provide an additional contingency loan of up to \$30,000 from the AHTF to the Turley Flats Project for a total

potential AHTF contribution of \$865,000 if needed to complete and occupy the project;

2. Approves amendments to the Loan Documents, including but not limited to the Promissory Note, the Deed of Trust, the Inter-Creditor Agreement and the Regulatory Agreement), as deemed necessary by the City Attorney to document and effectuate any additional loan funds to CAH of up to \$30,000 for the Turley Flats Project;
3. Agrees to transfer a third RHNA credit (at any affordability level) to the County of Napa in the next 2022-2030 Housing Element Cycle;
4. Authorizes the City Manager (or designated signee) to execute the amended Loan and Agreement Documents, on behalf of the City, in the form approved by the City Attorney; and
5. Authorizes the release of all funds committed to the Project upon submittal of documentation regarding the need for and recipient of these funds (as stipulated in the Loan Agreement, as amended).

Approved at a Regular Meeting of the St. Helena City Council on August 28, 2018, by the following vote:

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

APPROVED:

ATTEST:

Alan Galbraith, Mayor

Cindy Tzaopoulos, City Clerk

RESOLUTION NO. _____

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF NAPA
COUNTY, STATE OF CALIFORNIA, APPROVING A LOAN INCREASE
OF \$148,000 TO CALISTOGA AFFORDABLE HOUSING TO ASSIST IN
THE CONSTRUCTION OF A PROJECT COMPRISED OF EIGHT UNITS
IN THE CITY OF ST. HELENA KNOWN AS THE TURLEY FLATS
PROJECT**

WHEREAS, Napa County previously received an application requesting funding from Calistoga Affordable Housing (“CAH”) for a loan in the amount of \$650,000 from the County’s Affordable Housing Fund to assist with costs associated with construction of eight units of affordable housing located at 1105 Pope Street in the City of St. Helena, referred hereafter as the “Project;” and

WHEREAS, the Project proposes to provide family housing for low-income households earning up to 80 percent of median income, will replace a home that was divided into four units occupied by low-income households, and has been provided with a loan by the City of St. Helena; and

WHEREAS, the City of St. Helena has found that the Project is categorically exempt as an infill development project under Section 15332 of Guidelines implementing the California Environmental Quality Act and no additional environmental review is required for the County’s approval of the loan, in that no changes have been made in the development approved by the City of St. Helena; and there is no substantial evidence that any of the conditions listed in CEQA Guidelines Section 15300.2 exist that would make the exemption inapplicable; and

WHEREAS, on April 4, 2017, the Board of Supervisors by Resolution No. 2017-60, approved a loan to CAH in the amount of \$650,000 from the Napa County Affordable Housing Fund for the Project, subject to specified terms and conditions as set forth in Resolution No. 2017-60; and

WHEREAS, on June 13, 2017, the Board of Supervisors by Resolution No. 2017-95, amended the terms and conditions of the loan and rescinded Resolution 2017-60; and

WHEREAS, one of the conditions set forth in Resolution No. 2017-95 was that the City of St. Helena shall enter into a Regional Housing Needs Allocation (“RHNA”) transfer agreement with the County for two housing units for the sixth housing element cycle; and

WHEREAS, Napa County recently received a request for funding from CAH for a loan increase in the amount of \$148,000 from the County’s Affordable Housing Fund to assist with costs associated with construction of the Project; and

WHEREAS, the Project has run into unexpected expenses and the budget is not adequate to cover all remaining expenses; and

WHEREAS, the City of St. Helena has contributed an additional \$140,000 and has agreed to cover any other cost overruns that may occur after the County contributes \$148,000 and will also amend the RHNA transfer agreement for the transfer of a total of three housing units from the County; and

NOW, THEREFORE, BE IT RESOLVED that the Napa County Board of Supervisors hereby approves a loan increase in the amount of \$148,000 (with the entire loan totaling \$798,000) from the Napa County Affordable Housing Fund to CAH for the above referenced Project, subject to the same terms and conditions as required for the original loan of \$650,000 and as more particularly set forth in Resolution No. 2017-95.

BE IT FURTHER RESOLVED that as an additional term and condition of the increase in the loan amount, the City of St. Helena shall enter into a RHNA transfer agreement with the County for one additional housing unit for the sixth housing element cycle, such that the total units transferred under the RHNA agreement to the City of St. Helena is three units.

BE IT FURTHER RESOLVED that the Board of Supervisors of Napa County hereby authorizes the Chair to execute all necessary loan documents to effect the loan and regulatory requirements as approved by County Counsel and further authorizes the Chair to sign all necessary related loan transaction documents as required for ongoing future maintenance and monitoring responsibilities as approved by County Counsel.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Napa County Board of Supervisors, at a regular meeting of the Board held on the 14th day of August 2018, by the following vote:

AYES:	SUPERVISORS	_____
NOES:	SUPERVISORS	_____
ABSENT:	SUPERVISORS	_____

Brad Wagenknecht, Chair of the Board of Supervisors

APPROVED AS TO FORM Office of County Counsel By: <u>S. Darbinian</u> Deputy County Counsel Date: <u>August 9, 2018</u>	APPROVED BY THE NAPA COUNTY BOARD OF SUPERVISORS Date: _____ Processed By: _____ Deputy Clerk of the Board	ATTEST: JOSE LUIS VALDEZ Clerk of the Board of Supervisors By: _____
---	--	--



CALISTOGA AFFORDABLE HOUSING

A Non-Profit Tax Exempt Corporation

1332 Lincoln Avenue

Calistoga, CA 94515

Board of Directors

Carol Bush
Retail Business owner

Kimberly Dorcik
Napa Fair Housing
Program Director
Co-Chair LTR Board

Aaron Harkin
Calistoga Hills
Management

Mary Ellen Hester
Retired Admin. Assist.
Secretary

Allison Hof
Bank of the West
Branch manager
Treasurer

James Jacobsen
Retired property
Developer

Larry Kromann
Retired Ed. Admin.
President

Danny Merchant
Indian Springs Resort
Owner/developer

Steve Patel
Motel owner/operator
Board President,
Calistoga Chamber of
Commerce

George Pellegrini
Retired administrator
American Legion rep.
Board Chair

July 5, 2018

Ms. Molly Rattigan, Napa County Deputy County Executive Officer
Ms. Nancy Johnson, Napa County Housing and Community
Development Program Manager

Subject: Turley Flats search for additional funding

Dear Molly Rattigan and Nancy Johnson,

The purpose of this letter is to follow up on your recent email request for additional information regarding the funding gap needs of the Turley Flats project as well as more details regarding the soil/water contamination that was encountered during the pier drilling for the foundation.

CAH would also like this letter to serve as an official funding request to the County and City of St. Helena for additional funding to complete the project. CAH also seeks other potential funding sources that the County and/or City might suggest. We have been quite active over the past six months contacting and applying for construction funds from various foundations and grant giving organizations in our area. CAH is also a member of the Napa COAD and Long Term Recovery Board. However, we are finding that the main interest of most grants currently is providing help for short term family needs of those directly affected by the October Wild Fires, or looking to provide funding for rebuilding lost homes. Unfortunately, there doesn't appear to be much interest in providing immediate help for the few housing projects that were already underway when the October Wild Fires erupted. Projects such as Turley Flats appear to be on their own for finding funding as the Napa/Sonoma area struggles with the large task of rebuilding lost housing combined with the past history of insufficient work force housing. CAH must immediately find the funds to complete this project that is scheduled for completion by October 15, 2018.

The Turley Flats project was impacted by the October Wild Fires but the impact was not direct. We didn't lose any materials or had physical damage. Our direct impact from the Fires was from our contractors and sub contracts losing construction personnel that immediately caused time delays and schedule changes. The work load of all construction businesses was immediately increased which has further delayed projects such as Turley Flats. And these delays did cause increased expenses such as higher bank interest costs, higher relocation costs, and increased material/labor costs.

The attached Financial Report on Turley Change Orders shows the timings and reasons for the nine Change Orders. Please note that Change Orders 7 and 8 were made after the City of St. Helena's \$135,000 loan increase. Change Order 7 and 8 were needed because of unforeseen utility connection problems to the City's main lines under the street. The two Change Orders plus the Deferred Developers Fee is \$105,000 of the \$148,000 new gap. The remaining gap need is for cost increases described above. The current projects funding gap is \$163,803 (including a contingency amount of \$16,647.

CAH has used two methods to determine the final gap figures: 1) updating the original Draw Schedule, and 2) creating End of Project Review that shows the remaining construction items and costs not yet completed as of June 27 and all available funds as of June 27. Though this approach has taken time and effort, it is important that we have accurate and up to date information. And even though the final gap numbers appear to be very high, the per unit cost is still under \$395,000, and the sq. ft. costs per unit is under \$250. The concept of using factory modular construction is proving to be a useful tool in keeping housing affordable with factory units (fully complete with appliances and finish paint) staying under \$95 per sq. ft. However there is much work to be done in the planning/design/permitting process to eliminate unnecessary costs. One suggestion would be for the architects and engineers to work closer with city planners so that the need for expensive Change Orders are eliminated or greatly reduced. Though the CAH Design Team believed it had communicated with City planners and building department staff, in hindsight we should have spent more time on this aspect of the project. And it should also be stated that there was a lot of personnel changes at the City during the planning period of the project (2013-2018) in administrative and building department staff. CAH worked with three different City Managers during the planning period and though this did create a challenge for planning, it should also be stated that the Turley project was well supported by staff and administration.

I have attached the following items for your review: 1) Report on Turley Change Orders Resulting in a Budget Gap, 2) Financial Report on Expected Turley Budget Needs, and 3) the Turley Draw Schedule that has been updated to reflect current and projected expenses. If there are questions, please don't hesitate to call (707 299-7073) or email me at (lgkromann@msn.com)

In Appreciation,

LG Kromann

Larry Kromann,
President

Cc:

Ms. April Mitts, City of St. Helena Finance Director

Mr. Noah Housh, City of St. Helena Planning & Community Improvement Director

Ms. Janet Connors, Poppy Bank, SVP Real Estate Officer

Remaining Income

Poppy Bank	\$1,183,404
Napa County	\$65,000
City loan 2 (remaining)	\$20,924
Trailer deposit return	\$16,000
City of St. Helena	\$60,000
Gasser Contingency	\$150,000
Turley grant	\$5,000
Pope St. rent	\$2,000
	\$1,502,328

Remaining Expenses

Helmer Contract	\$1,489,614
Paul C. financial management	\$5,000
Washer/dryers	\$8,500
Sprinklers	\$17,340
Developer fee	\$60,000
* Unreimbursed CAH funds	\$3,241
* PG&E design (beyond \$16,000)	\$10,000
* Additional transport fee	\$12,000
* Relocation	\$19,889
* Window treatment	\$1,500
bank interest	\$15,000
Landscape	\$5,000
Rent up	\$1,000
closing	\$2,000
* Contingency (10% except Helmer)	\$16,047
	\$1,650,084
* New expenses	\$62,677

Funding gap

Income	\$1,502,328
Expenses	\$1,650,084
Proposed Need	-\$147,756



MEMORANDUM

To: Molly Rattigan, Deputy County Executive Officer
Nancy Johnson, Housing and Community Development Program Manager
Silva Darbinian, Deputy County Counsel

CC: Barbara Kautz and Isabel Brown, Goldfarb and Lipman, Counsel to County of Napa

From: Liz Tracey, Senior Principal, LeSar Development Consultants

Date: August 8, 2018

Re: Review of Turley Flats - Loan Increase Request

Project Background

Turley Flats ("Project") is an affordable housing development under construction in St. Helena, CA by Calistoga Affordable Housing ("CAH"). On June 13, 2017, the Board of Supervisors of the County of Napa ("County") approved a loan in the amount of \$650,000 to help finance the 8-unit rental Project. Since beginning construction in October of 2017, CAH has experienced unanticipated costs to the Project's budget. To cover the costs increases, CAH has received \$135,000 from the City of St. Helena ("City"), and now is requesting in additional funding of approximately \$148,000 from the County.

The Project site is on a 9,500 square foot lot at 1105 Pope Street, St. Helena, donated by local vintner Larry Turley. The site that had been improved with an occupied single family building that was not code-compliant. Once complete, the Project will provide 8 apartment units using a modular construction design. All units will be affordable to low-income families earning 75% of area median income ("AMI").

The total development budget at close of financing in 2017 was approximately \$3.1mm, with funding from the sources detailed below. As of July 8, 2018, just under \$1.5mm remained in development sources, while total remaining development costs stood at about \$1.65mm. According to information provided by CAH, the additional amount needed to bring the project budget back into balance is estimated at \$152,756.

Memorandum – Turley Flats Loan Increase
 July 24, 2018
 Page 2 of 2

Sources of Funding	At Close 7/21/17	Balance at 7/5/18
City of St. Helena Loan	\$700,000	\$60,000
City of St. Helena Loan Increase	\$135,000	\$20,924
Napa County Loan	\$650,000	\$65,000
Poppy Bank Loan	\$1,400,000	\$1,183,404
Cash on Hand	\$18,000	\$18,000
Gasser Foundation	\$150,000	\$150,000
TOTAL	\$3,053,000	\$1,497,328
Remaining Budget Expenses		\$1,650,084
Budget Gap*		\$152,756

* This amount is \$5,000 higher than the \$148,000 requested. CAH included a \$5,000 grant for landscaping work without adding the cost of that work into the development budget, so this development source has been excluded from our analysis.

Other than the Gasser funding, the other development subsidies have been drawn down and the Project needs to begin advances under its construction loan with Poppy Bank. Under the terms of the construction loan agreement, the budget must show sufficient funds to complete the Project before it will allow additional draws. The Project's modular units are ready to be installed at the site once the construction budget can be brought into balance.

The cost overruns are the result of several factors, including:

- 1) the delay of the construction start date, triggering price increases under the modular construction contract and additional relocation costs to house the original building's tenant until construction is complete,
- 2) changes to the architectural drawings during the final phases of the building permit process which increased building foundation costs,
- 3) the cost to remediate underground soil and water contamination was not detected by environmental reviews conducted before closing, and
- 4) underground water and sewer pipe configurations that required rerouting to connect to the Project.

Recommendation

Based on LDC's review of the Turley Flats proposal, we recommend a loan increase in the amount of \$148,000. In conversations with County staff, staff at the City of St. Helena have indicated funds will be available from the City to pay for additional cost increases for the Turley Flats project above the \$148,000 amount. In consideration for the County loan increase, the City will allocate one additional Regional Housing Needs Assessment (RHNA) credit, in addition to the two credits allocated from the City in 2017 for the County's agreement to help finance the Turley Flats project.

The loan agreement between the County of Napa and CAH stipulates that the final payment of the 10% retention on the County Loan, in the amount of \$65,000, to be made only upon completion and lease up of the Project. The amended County loan agreement should stipulate that the developer fee to CAH be made only with this final retention payment, and that CAH make its \$18,000 cash on hand available for Project costs, and not be returned to CAH until the Project is complete.

		Project Name	Sponsor	City, Unincorporated County	Loan Start Date	RHNA Credits Secured	Napa Loan Amount	Number of Units	Loan Amount Per Unit
	1	Oak Creek Terrace	Napa Valley Community Housing	Napa	8/2/2014	0	\$ 1,863,537	41	\$ 45,452
	2	Valley View	Satellite Affordable Housing Associates	American Canyon	5/1/2017	30	\$ 2,095,681	70	\$ 29,938
	3	Turley Flats	Calistoga Affordable Housing	St. Helena	6/1/2017	3	\$ 798,000	8	\$ 99,750
	4	Redwood Road	Burbank Housing	Napa	11/1/2017	17	\$ 1,025,000	34	\$ 30,147
	5	Napa Courtyards	Pacific West Communities	Napa	4/1/2018	13	\$ 2,351,000	20	\$ 117,550
	6	Stoddard West	Burbank Housing	Napa	4/1/2018	18	\$ 2,000,000	50	\$ 40,000
		Total				81	\$ 10,133,218	182	



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: **New Business**

Subject: **Bimonthly Update on City Council Goals and Strategic Objectives**

CEQA **Not a CEQA project**
Determination:

Prepared By: Mark T. Prestwich, City Manager

Reviewed By: April Mitts, Finance Director

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

In late 2017, the City Council adopted three-year goals and established 12-month strategic objectives to guide the organization's work.

DISCUSSION

Consistent with the City Council's direction, a bimonthly status report has been prepared to provide an update on attainment of the Council's objectives. The attached grid outlines the status of each objective and, where appropriate, includes comments to provide additional information about strategic objectives.

FISCAL IMPACT

Not applicable.

RECOMMENDED ACTION

Receive and file.

ATTACHMENTS

[FINAL - 2017-18 Strategic Objectives](#)

3-YEAR GOALS & 12-MONTH STRATEGIC OBJECTIVES

November 2017 – November 2018

3-YEAR GOAL: Improve and Maintain Safe and Reliable City Infrastructure with a Commitment to Environmental Stewardship & Public Health						
DUE DATE	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By January 31, 2018	City Engineer + Mayor Galbraith & Vice Mayor White	Prepare and present 5-year street capital improvement program (CIP) to City Council for approval.	X			Draft presented to City Council on January 23, 2018 and approved February 13, 2018.
2. By April 30, 2018	City Engineer + Public Works Project Manager (Lead)	Prepare construction bid documents for Oak Avenue bathroom project.	X			Bid plans and specs approved April 24, 2018; City Council approved the project on June 26, 2018 and directed staff to bid the project. Construction is anticipated to commence in Fall 2018 with completion in Spring 2019.
3. By June 30, 2018	City Engineer (Lead) + HR/IT Director	Implement Public Works Asset Management Software.	X			Project Manager/Consultant (Beehive) planning meeting held March 6, 2018. Formal launch in June 2018 with Water Distribution crew.
4. By August 31, 2018	City Engineer	Identify the scope of work and funding requirements necessary to complete tertiary upgrade to City's wastewater facility.	X			Scheduled for discussion at August 28, 2018 City Council meeting.

5. By October 31, 2018	Planning & Community Improvement Director (Lead) + Recreation Director + Mayor Galbraith and Vice Mayor White + Two Parks & Recreation Commissioners + Landscape Architect	Develop a community supported plan and funding strategy to renovate Lyman Park post submittal of SHAPE Committee recommendations.			X	Meeting held March 15, 2018 to establish and brief members of the Steering Committee for this initiative. Council has allocated \$50,000 for near-term improvements to Lyman Park bathrooms and postponed consideration of improvements until a decision is made on future design of a new building on the City Hall property.
6. By October 31, 2018	City Engineer	Initiate construction of the Upper York Creek Dam removal project.			X	Water Board permit secured. US Army Corp permit is pending archaeological concurrence from SHPO, and CA Fish & Wildlife permits are pending concurrence on an Incidental Take Permit application. Easements still needed for the downstream trap work. Phase 1 construction of downstream sediment traps anticipated in spring 2019. Phase II permit resubmittals anticipated to be completed by December 2018 with 100% plans, specs and cost estimate.
7. By October 31, 2018	City Engineer (Lead) + Finance Director	Identify the funding requirements and strategy to provide for long term maintenance and repair of City sidewalks.		X		
8. By May 30, 2018 (and annually thereafter)	City Engineer	Complete annual update of the citywide CIP.	X			Approved at May 8, 2018 Council Meeting.
9. By March 31, 2018	City Engineer	Initiate design of Crinella Pump Station improvement.	X			RFP closed week of February 8. Award of design contract approved at April 10, 2018 Council meeting.
10. By August 31, 2018	City Engineer	Initiate Kennedy Court/La Quinta Repaving Project	X			Construction bid awarded June 26, 2018. Notice to proceed issued for August 27, 2018.

11. By March 31, 2018	City Engineer	Complete RFP and Initiate Water and Sewer Master Plan.	X			RFP released March 16, 2018. Contract awarded August 14, 2018.
12. By April 30, 2018	City Attorney (Lead) + City Engineer + Councilmembers Dohring and Ellsworth	Evaluate feasibility of modifications to existing agreements with large water users to establish firm caps in order to safeguard water supply.			X	Existing agreements have been reviewed by City Attorney. Initial discussions with working group held. Additional time is needed.
13. By November 30, 2018	Finance Director (Lead) + City Engineer + Councilmembers Ellsworth and Dohring	Follow through on Ad Hoc Utility Rate Committee observations - Begin process to understand and optimize data capture and collection to potentially consider rate tiers and surcharges and improve rate equity among users and ratepayers - Install wastewater meters for wineries and other users with unique characteristics to improve cost of service/fee nexus		X		
14. (Added)	Parks & Recreation Director + City Attorney	Expanded prohibition of smoking definition to include use of electronic smoking devices and electronic cigarettes to the City's smoking regulations.	X			Approved July 24, 2018.

3-YEAR GOAL: Enhance Organizational Performance

DUE DATE	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By January 31, 2018	Planning & Community Improvement Director (Lead) + Mayor Galbraith and Vice Mayor White + Planning Commission Chair Kistner	Complete RFP, recommend/approve consultant and initiate preparation of an Environmental Impact Report for City General Plan.	X			Consultant approved at City Council Meeting of January 9, 2018. Joint CC/PC kickoff meeting held Feb 20. Council action taken 3/27.
2. By October 31, 2018	HR/IT Director + Consulting Attorney	Complete update to Employee Handbook and present to the City Council recommended updates to City Policies.		X		Updates in progress.
3. By August 31, 2018	City Clerk (Lead) + HR/IT Director	Complete RFP, recommend/approve consultant and funding to complete document scanning in order to deploy public portal within City website to access City records via laserfiche.	X			RFP issued May 7, 2018; responses due June 8, 2018. Contract awarded July 24, 2018.
4. By August 31, 2018	City Building Inspector (Lead) + Planning & Community Improvement Director + Councilmember Ellsworth and Vice Mayor White	Implement a robust Code Enforcement Program that is efficient, readily understandable, and predictable by updating code provisions and establishing dedicated staff resources (funding) to it and provide recommendations for improving the adjudicatory process.			X	Council authorized additional resources to assist with Code Enforcement by partnering with the County of Napa for up to 8 hours per week of code enforcement assistance. Additional time necessary to complete contract with County.
5. By September 30, 2018	Staff Planner (Lead) + Planning & Community Improvement Director,	Review and document status and scale of large existing non-conforming businesses within the community.			X	Staff has completed initial review of Beringer Winery & received draft report from attorney. This item requires additional time due to its complexity.

6. By September 30, 2018	Planning & Community Improvement Director (Lead) + Councilmembers Dohring and Koberstein + Architect (TBD)	Draft and present citywide design guidelines to the City Council for adoption and provide recommended improvements to design review process.		X		Design Guidelines workshops planned for August 29, 2018.
7. By August 31, 2018	HR/IT Director	Prepare/present to the City Council an employee succession plan and/or strategy to help retain employees and minimize turnover costs.			X	This item requires additional time.
8. By April 30, 2018	Finance Director	Implement Forensic Audit recommendations on policy and procedure improvements.			X	Procurement Card Policy approved by City Council on February 13, 2018. Fuel Card policy approved March 13, 2018. Fraud Policy approved May 8, 2018. Debt policy and Travel policy under development.
9. By November 30, 2017	Finance Director	Complete water contracts compliance review.	X			2015, 2016 & 2017 data posted to City website regarding usage compliance.
10. By April 30, 2018	City Clerk (Lead) + City Manager + Councilmember Dohring and Mayor Galbraith	Review and update City Council Protocols/Rules of Conduct.	X			Working group met January 16, 2018. Presented to City Council on May 22, 2018; City Council approved on June 12, 2018.
11. By December 31, 2017	Police Chief + Fire Chief (Lead)	Conduct community Post-Fire Community workshop to solicit citizen emergency preparedness suggestions + prepare/present to the City Manager and City Council.	X			Workshop held November 17, 2017. Findings & recommendations presented at April 24, 2018 Council Meeting.
12. By April 30, 2018	Police Chief	Complete 21 days of directed enforcement to improve compliance with Truck Ordinance.	X			Letters mailed to City commercial businesses/signs installed. Directed enforcement began in April. Complaints reported to be down significantly. Consideration of possible safety exception to be discussed August 28, 2018.

13. By June 30, 2018	Police Chief	Recruit and train a second session of Police Volunteers to compliment the 6 current Volunteers, bringing the number to at least 10.			X	One additional volunteer begins June 2. Efforts to recruitment continue.
14. By October 31, 2018	Police Chief	Conduct semi-annual bicycle safety campaigns to include media outreach, public education, and bike rodeos.		X		Police handed out certificates at Chokolatte on May 18, 2018 for Bike to Work Day. Bike Rodeo planned for a summer event and Harvest Festival.
15. By July 31, 2018	Planning & Community Improvement Director (Lead) + Councilmembers Dohring and Koberstein + Member of Planning Commission	Introduce pre-application conferences for Planning Applicants			X	Additional time needed.
16. By June 30, 2018	Planning & Community Improvement Director (Lead) + City Attorney	Prepare recommended updates to City's Sign Ordinance.	X			Planning Commission reviewed draft ordinance. City Council first reading of proposed ordinance planned for June 12, 2018.
17. (Added)	City Manager	Fee Waiver Authority Ordinance	X			Second reading and approval planned for June 12, 2018.
18. (Added)	Finance + City Manager + Mayor Galbraith + Councilmember Dohring	Provide recommendations to amend City's non-profit grant program.		X		Planning meeting held May 30, 2018. Revised grant program under review.
19. (Added)	Mayor Galbraith + Council Member Dohring + City Manager	Policy on the Management of Legal Services	X			Approved May 8, 2018.
20. (Added)	Police Chief	Police Department planned and held a National Night Out Celebration on August 7, 2018	X			Event attracted more than 150 attendees.
21. (Added)	Public Works Director	Council approved use of Napa Valley Transportation Authority pre-qualified on-call engineer/architect and project delivery services list.	X			Approved June 26, 2018.
22. (Added)	Fire Chief + Finance Director + City Manager	Restructured Part-Time Firefighter payscale and completed recruitment of two full-time Firefighters to improve service response times and operational readiness.	X			Approved June 26, 2018.

3-YEAR GOAL: Ensure Long Term Economic Sustainability While Safeguarding St. Helena's Unique Culture & Quality of Life

DUE DATE	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By May 31, 2018	City Manager + Public Works Management Analyst	Complete SHAPE Committee analysis and near and long-term plan for funding, construction/renovation/disposition of civic assets.	X			Committee commenced meeting on November 16, 2017 & held approx. 20 meetings, two Community Workshops and two rounds of focus groups. Final report presented June 12, 2018.
2. By June 30, 2018	Finance Director (Lead) + City Engineer + Planning & Community Improvement Director + Recreation Director + Willdan	Complete and present for City Council adoption Impact Fee Study.			X	Additional time is necessary due to competing priorities.
3. By September 30, 2018	Finance Director + Councilmember Ellsworth	Present for City Council consideration a policy and procedure to receive charitable gifts and endowments on behalf of the City.			X	Additional time is likely necessary.
4. By March 31, 2018	Finance Director + Consultant + SHAPE Committee	Complete update to Long Range Financial Forecast taking into consideration city facilities condition assessment.	X			Presented to SHAPE Committee on February 28 and City Council on March 13, 2018.
5. By June 30, 2018	Fire Chief (Lead) + HR/IT Director	Identify options/solutions to ensure continuity of part-time fire operations.	X			City Council Workshop on Fire Operations held May 3, 2018. Two professional firefighters added to proposed FY 2018-19 budget.
6. By January 31, 2018	Finance Director + Consultant	Complete the California Municipal Financial Health Diagnostic tool.	X			Diagnostic completed and presented to City Council and SHAPE Committee on December 12 & 13, 2017.

7. By July 31, 2018	City Manager (Lead) + Planning & Community Improvement Director + Council Members Koberstein and Dohring+ Chamber of Commerce + Two Planning Commissioners (as needed) + Property owners	Obtain fresh insights/community input and develop local solutions to revitalize downtown to create resilience, including: • Work with local merchants and property owners to catalogue and understand issues and forces related to vacant and underutilized commercial space; • Intervene to assist in securing tenants for vacant buildings; • Take advantage of Urban Land Institute Advisory Services & American Institute of Architects Programs; and • Review and evaluate Zoning Code to evaluate opportunities that improve processes for businesses to open and operate.			X	Downtown market analysis study approved by City Council on March 27, 2018. Interviews initiated with tenants and property owners on March 28 and 29. Report to City Council submitted July 24, 2018. Next steps/implementation strategy planned for meeting of September 11, 2018.
8. By June 30, 2018	Finance Director (Lead) + City Manager	Present to City Council for review, a General Fund operating budget option with conservative assumptions that maintains a minimum General Fund reserve of 35-40%.	X			Staff presented data to City Council on May 9, 2018 Budget Study Session.
9. By October 31, 2018	Finance Director	Complete financial recovery tasks related to 2017 Fire Complex.	X			OES confirmed
10. By August 31, 2018	City Manager + City Council	Evaluate SHAPE Committee recommendations and identify next steps			X	Joint City Council/SHAPE Committee workshop held June 25, 2018 to review recommendations. City Council Workshop on next steps planned for mid-September 2018.
11. By April 30, 2018	Finance (Lead) + City Manager	Evaluate and present options to increase City revenue for City Council consideration.			X	Postponed due to competing priorities.
12. (Added)	City Manager	City Council approved cost-containment strategies to discontinue sick leave conversion for department directors and mid-managers that join the organization after May 8, 2018.	X			Approved by City Council May 8, 2018.
13. (Added)	Finance Director + Consultant	Completed actuarial analysis of City pension costs in the wake of CalPERS discount rate and actuarial/amortization period changes to determine City's unfunded liability.	X			Presented at August 24, 2018 City Council meeting.

3-YEAR GOAL: Commit to Full Public Participation, Ongoing Communication & Regional Collaboration

DUE DATE	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By November 30, 2017	City Manager + HR/IT Director (Lead)	Launch & manage quarterly community newsletter.	X			St. Helena's Informational Newsletter (SHINE) was launched Fall 2017.
2. October 2017 Forward	City Council + City Manager + All Department Directors	Encourage active and diverse participation in government affairs.		X		
3. October 2017 Forward	City Council + City Manager + All Department Directors	Utilize a process oriented decision-making style to: - Create meaningful opportunities for citizen and community engagement (Ad Hoc Water Rate Committee model), considering magnitude of the undertaking - Develop alternative forums for informal discussion, Council question and answer - Utilize standing committees / commissions as fact finders and resources to develop recommendations on targeted issues within their area of expertise - Leverage knowledge, ideas and manpower of residents, non-profits, and special interest groups		X		
4. By June 30, 2018	City Manager + Council Member Ellsworth + LAFCO Executive Officer	Invite a representative from Napa County and the communities of Calistoga, Angwin, Yountville, Napa, American Canyon and Vallejo to a meeting to discuss approaches to how to initiate regional engagement/dialogue on housing, transportation, environmental impacts, water, etc.			X	Additional time is necessary to plan.
5. By January 31, 2018	Police Chief	Establish monthly "Coffee with a Cop" open forum gatherings.	X			
6. By September 30, 2018	City Engineer	Conduct a public workshop to solicit community feedback on the concept of a comprehensive approach to improving traffic and pedestrian safety.		X		

7. By December 12, 2017	City Arborist in consultation with Beautification Committee	Review and provide City Council with informational update on Elm Tunnel Management Plan informational in consultation with Beautification Committee.			X	City Council presentation held December 12, 2017. City staff met with Beautification Committee before meeting and again January 10, 2018 to discuss Elm Tunnel. Council directed staff to hire an arborist to update the Elm Tunnel Plan.
8. By April 30, 2018	HR/IT Director	Prepare and complete Request for Proposals (RFP) process for City website update and present options to City Council for consideration.			X	City Manager recommends postponing to 2019 to complete Citywide Compensation & Classification Study per new SHEA MOU and considering a "re-skinning" alternative and use of mobile application to reduce expenses and project complexity, and improve customer service.

3-YEAR GOAL: Stabilize, Maintain and Improve Access to Housing

DUE DATE	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By January 15, 2018	City Manager (Lead) + Vice Mayor White + Council Member Koberstein	Present City Council with recommended professional staffing strategy and citizen-based decision making strategy to achieve the objectives of the adopted goal.	X			Consultant Agreement approved by City Council on January 23, 2018. Kickoff meeting held January 30 th .
2. January 15 – February 28, 2018	Professional Staff (Lead) City Manager + Vice Mayor White + Council Member Koberstein	Prepare white paper on community housing needs, constraints and solutions drawing from multiple existing sources including, without limitation: adopted Housing Element, published demographic and economic data, community case studies, RHNA numbers, Calderon requirements, City ADU and second home data, housing needs analysis documents, stakeholder interviews, review of existing City regulatory powers, treatises, innovative programs, revenue sources and best practices. Prioritize work force housing component findings and rent stabilization issues– see items 4 and 8 below.			X	City Council overview presented May 22, 2018. Formal findings/white paper presentation provided at June 26, 2018.Council Meeting.
3. By February 28, 2018	City Manager (Lead) + Vice Mayor White + Council Member Koberstein	Identify and present for City Council consideration: tax, impact fee, other revenue and finance measures; and interim zoning regulations consistent with CA Code 65858 that require prioritization due to budgetary or other time constraints and/or unmitigated threats to housing and transportation			X	Includes revisit of Ad Hoc Revenue Committee recommendations and survey information. Additional time is necessary.
4. February 28, 2018	City Manager + Consultant + City Attorney + Vice Mayor White + Council Member Koberstein	Present findings regarding existing work force housing need and quantify work force housing/transportation generation characteristics; and regulatory mitigation measures. Present proposed interim ordinance for Council consideration and potential adoption (requires 4 votes)			X	Additional time is necessary.

5. By March 15, 2018	City Manager + Facilitator Jean Holsten + Consultant	Convene community meeting to discuss white paper findings regarding housing needs, constraints and to brainstorm solutions related to City regulatory/intervention strategies and other strategies related to maintenance of existing and development of new housing stock.			X	Three community workshops are contemplated to be planned after the June 26, 2018 to review white paper findings.
6. By March 31, 2018	City Council	Convene a citizen-stakeholder based Housing Task Force Committee to review and prioritize recommendations received by Housing consultant.			X	Working group is recommending enhancement of workshops as alternative public engagement strategy. Additional time is necessary.
7. By April 15 – September 15, 2018	Task Force + Housing Consultant + City Manager	Build on white paper and item #5 to identify actionable and achievable short and long-term housing solutions; evaluate use/sale of public land assets, if any, based on SHAPE Committee recommendations.			X	Use focus groups, surveys and other participatory means as deemed appropriate. Additional time is necessary.
8. By April 30, 2018	City Manager + City Attorney+ Vice Mayor White + Council Member Koberstein	Evaluate and recommend for City Council consideration rent stabilization ordinance options to maintain mobile home park as affordable housing option.			X	Rent Stabilization Ordinance concept discussed at July 24, 2018 Council Meeting. Informational Community Workshop planned for August 30, 2018.
9. By May 1, 2018	Citizens Housing Task Force + Housing Consultant	Provide City Council with recommendations on time sensitive regulatory and finance solutions to address housing objectives.			X	City Council placed 1% TOT "Measure E" on November 2018 ballot.
10. By May 1 - September 1, 2018	City Manager + Vice Mayor White + Council Member Koberstein	Introduce work plan and items for Council action on item #9			X	Additional time is necessary.
11. By September 30, 2018	Citizens Housing Task Force + Housing Consultant	Provide City Council with recommendations on long-term housing solutions to address housing objectives.			X	Additional time is necessary.

12. By November 30, 2018	City Manager + Vice Mayor White + Council Member Koberstein	Introduce work plan and items for Council action on item #11.		X		
--------------------------------	---	---	--	---	--	--



Report to the City Council
Council Meeting of August 28, 2018

Agenda Section: New Business

Subject: City Council to review two proposed resolutions for consideration at the League of California Cities Annual Conference and provide voting direction to the voting delegate and alternate voting delegates

CEQA Not a CEQA project
Determination:

Prepared By: Cindy Tzaopoulos, City Clerk

Reviewed By: Mark T. Prestwich, City Manager

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

The 2018 League of California Cities 120th Annual Conference will be held from September 12-14 in Long Beach. The League of California Cities Annual Business Meeting and General Assembly will take place on Friday, September 14, 2018, after the close of the League's Annual Conference. The delegates in attendance at the General Assembly will be asked to vote on two resolutions developed for the Assembly's consideration.

DISCUSSION

The resolutions to be considered at the meeting are listed below and outlined in the attached packet.

1. A resolution of the League of California Cities calling upon the League to respond to the increasing vulnerabilities to local municipal authority, control and revenue and explore the preparation of a ballot measure and/or constitutional amendment that would further strengthen local democracy and authority.

Resolution 1 states that the League of California Cities should assess the vulnerabilities to local authority, control and revenue and explore the preparation of a ballot measure

and/or constitutional amendment that would give the State's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

2. A resolution of the League of California Cities declaring its commitment to support the repeal of preemption in California Food and Agriculture code § 11501.1 that prevents local governments from regulating pesticides.

Resolution 2 seeks to have the state and the League study the negative impacts of anticoagulant rodenticides and address the inability of cities to regulate the use of rodenticides and pesticides.

Specifically related to anticoagulant rodenticides, the resolution would encourage the State to fund research into the negative impacts and a potential restriction or ban; direct the League to consider creating a task force to study and report on the unintended negative consequences; encourage cities and property owners to eliminate use; and encourage cities to join advocacy efforts. In addition, the resolution would direct the League to endorse repeal of a statute that preempts local regulation of pesticides.

FISCAL IMPACT

Unknown

RECOMMENDED ACTION

Staff recommends for Council to discuss and consider the proposed resolutions. Provide direction to the City's voting delegates for participation at the League of California Cities Annual Business Meeting and General Assembly on Friday, September 14, 2018.

ATTACHMENTS

[2018 Annual Conference Resolution Packet](#)



***Annual Conference
Resolutions Packet***

2018 Annual Conference Resolutions



Long Beach, California

September 12 – 14, 2018

INFORMATION AND PROCEDURES

RESOLUTIONS CONTAINED IN THIS PACKET: The League bylaws provide that resolutions shall be referred by the president to an appropriate policy committee for review and recommendation. Resolutions with committee recommendations shall then be considered by the General Resolutions Committee at the Annual Conference.

This year, two resolutions have been introduced for consideration at the Annual Conference and referred to League policy committees.

POLICY COMMITTEES: Five policy committees will meet at the Annual Conference to consider and take action on the resolutions referred to them. The committees are: Environmental Quality, Governance, Transparency & Labor Relations; Housing, Community & Economic Development; Revenue and Taxation; and Transportation, Communication & Public Works. The committees will meet from 9:00 – 11:00 a.m. on Wednesday, September 12, at the Hyatt Regency Long Beach. The sponsors of the resolutions have been notified of the time and location of the meeting.

GENERAL RESOLUTIONS COMMITTEE: This committee will meet at 1:00 p.m. on Thursday, September 13, at the Hyatt Long Beach, to consider the reports of the policy committees regarding the resolutions. This committee includes one representative from each of the League's regional divisions, functional departments and standing policy committees, as well as other individuals appointed by the League president. Please check in at the registration desk for room location.

ANNUAL LUNCHEON/BUSINESS MEETING/GENERAL ASSEMBLY: This meeting will be held at 12:30 p.m. on Friday, September 14, at the Long Beach Convention Center.

PETITIONED RESOLUTIONS: For those issues that develop after the normal 60-day deadline, a resolution may be introduced at the Annual Conference with a petition signed by designated voting delegates of 10 percent of all member cities (48 valid signatures required) and presented to the Voting Delegates Desk at least 24 hours prior to the time set for convening the Annual Business Meeting of the General Assembly. This year, that deadline is 12:30 p.m., Thursday, September 13. Resolutions can be viewed on the League's Web site: www.cacities.org/resolutions.

Any questions concerning the resolutions procedures may be directed to Meg Desmond at the League office: mdesmond@cacities.org or (916) 658-8224

GUIDELINES FOR ANNUAL CONFERENCE RESOLUTIONS

Policy development is a vital and ongoing process within the League. The principal means for deciding policy on the important issues facing cities is through the League's seven standing policy committees and the board of directors. The process allows for timely consideration of issues in a changing environment and assures city officials the opportunity to both initiate and influence policy decisions.

Annual conference resolutions constitute an additional way to develop League policy. Resolutions should adhere to the following criteria.

Guidelines for Annual Conference Resolutions

1. Only issues that have a direct bearing on municipal affairs should be considered or adopted at the Annual Conference.
2. The issue is not of a purely local or regional concern.
3. The recommended policy should not simply restate existing League policy.
4. The resolution should be directed at achieving one of the following objectives:
 - (a) Focus public or media attention on an issue of major importance to cities.
 - (b) Establish a new direction for League policy by establishing general principals around which more detailed policies may be developed by policy committees and the board of directors.
 - (c) Consider important issues not adequately addressed by the policy committees and board of directors.
 - (d) Amend the League bylaws (requires 2/3 vote at General Assembly).

LOCATION OF MEETINGS

Policy Committee Meetings

Wednesday, September 12, 9:00 – 11:00 a.m.
Hyatt Regency Long Beach
200 South Pine Avenue, Long Beach

The following committees will be meeting:

1. Environmental Quality
2. Governance, Transparency & Labor Relations
3. Housing, Community & Economic Development
4. Revenue & Taxation
5. Transportation, Communication & Public Works

General Resolutions Committee

Thursday, September 13, 1:00 p.m.
Hyatt Regency Long Beach
200 South Pine Avenue, Long Beach

Annual Business Meeting and General Assembly Luncheon

Friday, September 14, 12:30 p.m.
Long Beach Convention Center
300 East Ocean Boulevard, Long Beach

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Resolutions have been grouped by policy committees to which they have been assigned.

Number	Key Word Index	Reviewing Body Action		
		1	2	3
		1 - Policy Committee Recommendation to General Resolutions Committee		
		2 - General Resolutions Committee		
		3 - General Assembly		

ENVIRONMENTAL QUALITY POLICY COMMITTEE

		1	2	3
2	Repeal Preemption of Regulating Pesticides			

GOVERNANCE, TRANSPARENCY & LABOR RELATIONS POLICY COMMITTEE

		1	2	3
1	Local Municipal Authority, Control, and Revenue			

HOUSING, COMMUNITY & ECONOMIC DEVELOPMENT POLICY COMMITTEE

		1	2	3
1	Local Municipal Authority, Control, and Revenue			

REVENUE & TAXATION POLICY COMMITTEE

		1	2	3
1	Local Municipal Authority, Control, and Revenue			

TRANSPORTATION, COMMUNICATION & PUBLIC WORKS POLICY COMMITTEE

		1	2	3
1	Local Municipal Authority, Control, and Revenue			

Information pertaining to the Annual Conference Resolutions will also be posted on each committee's page on the League website: www.cacities.org. The entire Resolutions Packet will be posted at: www.cacities.org/resolutions.

KEY TO ACTIONS TAKEN ON RESOLUTIONS (Continued)

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

KEY TO ACTIONS TAKEN

- | | |
|-----|---|
| A | Approve |
| D | Disapprove |
| N | No Action |
| R | Refer to appropriate policy committee for study |
| a | Amend+ |
| Aa | Approve as amended+ |
| Aaa | Approve with additional amendment(s)+ |
| Ra | Refer as amended to appropriate policy committee for study+ |
| Raa | Additional amendments and refer+ |
| Da | Amend (for clarity or brevity) and Disapprove+ |
| Na | Amend (for clarity or brevity) and take No Action+ |
| W | Withdrawn by Sponsor |

ACTION FOOTNOTES

- * Subject matter covered in another resolution
- ** Existing League policy
- *** Local authority presently exists

Procedural Note:

The League of California Cities resolution process at the Annual Conference is guided by the League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: [Resolution Process](#).

1. RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES CALLING UPON THE LEAGUE TO RESPOND TO THE INCREASING VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL AND REVENUE AND EXPLORE THE PREPARATION OF A BALLOT MEASURE AND/OR CONSTITUTIONAL AMENDMENT THAT WOULD FURTHER STRENGTHEN LOCAL DEMOCRACY AND AUTHORITY

Source: City of Beverly Hills

Concurrence of five or more cities/city officials: Cities: Arcadia, Burbank, Cupertino; Duarte; Oceanside; Ontario; Palo Alto; Redondo Beach; Santa Cruz; Sunnyvale; Torrance; West Hollywood

Referred to: Governance, Transparency & Labor Relations; Housing, Community & Economic Development; Revenue and Taxation; and Transportation, Communication & Public Works Policy Committees

WHEREAS, the State of California is comprised of diverse communities that are home to persons of differing backgrounds, needs, and aspirations; yet united by the vision that the most accessible, responsive, effective, and transparent form of democratic government is found at the local level and in their own communities; and

WHEREAS, subsidiarity is the principle that democratic decisions are best made at the most local level best suited to address the needs of the People, and suggests that local governments should be allowed to find solutions at the local level before the California Legislature imposes uniform and overreaching measures throughout the State; and

WHEREAS, the California Constitution recognizes that local self-government is the cornerstone of democracy by empowering cities to enact local laws and policies designed to protect the local public health, safety and welfare of their residents and govern the municipal affairs of charter cities; and

WHEREAS, over recent years there have been an increasing number of measures introduced within the Legislature or proposed for the state ballot, often sponsored by powerful interest groups and corporations, aimed at undermining the authority, control and revenue options for local governments and their residents; and

WHEREAS, powerful interest groups and corporations are willing to spend millions in political contributions to legislators to advance legislation, or to hire paid signature gatherers to qualify deceptive ballot proposals attempting to overrule or silence the voices of local residents and their democratically-elected local governments affected by their proposed policies; and

WHEREAS, powerful interest groups and corporations propose and advance such measures because they view local democracy as an obstacle that disrupts the efficiency of implementing corporate plans and increasing profits and therefore object when local residents—either through their elected city councils, boards of supervisors, special district boards, or by action of local voters—enact local ordinances and policies tailored to fit the needs of their individual communities; and

WHEREAS, public polling repeatedly demonstrates that local residents and voters have the highest levels of confidence in levels of government that are closest to the people, and thus would be likely to strongly support a ballot measure that would further strengthen the ability of communities to govern themselves without micromanagement from the state or having their authority undermined by deep-pocketed and powerful interests and corporations.

RESOLVED that the League of California Cities should assess the increasing vulnerabilities to local authority, control and revenue and explore the preparation of a ballot measure and/or constitutional amendment that would give the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy to best preserve their local quality of life.

Background Information on Resolution No. 1

Source: City of Beverly Hills

Background:

The relationship between the state and cities functions best as a partnership where major policy issues are approached by the state with careful consideration of the varied conditions among the state's 482 cities and 58 counties. There should be an appreciation of the importance of retaining local flexibility to tailor policies to reflect the needs and circumstances of the local community. Still, cities have had to respond to state legislation that undermines the principle of "local control" over important issues such as land use, housing, finance, infrastructure, elections, labor relations and other issues directly affecting cities.

Alexis de Tocqueville's "Democracy in America" examined the operation of the principle of subsidiarity in the early 19th century. Subsidiarity is an organizing principle that states matters should be handled by the smallest, lowest or least centralized competent authority. Tocqueville wrote that "Decentralization has not only an administrative value, but also a civic dimension, since it increases the opportunities for citizens to take interest in public affairs; it makes them get accustomed to using freedom." Tocqueville's works were first published in 1835 with a second volume published in 1840. The United States had a population of just 17 million people in 1840, less than 50% of the population of California today and yet there was value found in decentralization.

Another consideration is to examine how the European Union ("EU") operates. There are two prime guiding principles for the EU. The first is principle of conferral, which states that the EU should act only within the limits of the competences conferred on it by the treaties. The second, which is relevant to this resolution, is the principle of subsidiarity, which states that the EU should act only where an objective cannot be sufficiently achieved by the member states acting alone. Sacramento should operate in a similar manner and only govern when objectives need to be achieved at a much larger level than a local government.

For years, Governor Jerry Brown himself has spoken on the principle of "subsidiarity." Governor Brown has asserted for numerous years that local officials should have the flexibility to act without micromanagement from Sacramento.

Legislation introduced in both 2017 and 2018 by the state legislature has continually threatened local control in flagrant opposition to the principle of subsidiarity. This has included, but not been limited to, Senate Bill 649 (Hueso) Wireless Telecommunications Facilities ("SB 649") in 2017; AB 252 (Ridley-Thomas) Local government: taxation: prohibition: video streaming services ("AB 252") in 2017; and Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus ("SB 827") in 2018.

SB 649 would have applied to all telecommunications providers and the equipment they use, including "micro-wireless," "small cell," and "macro-towers," as well as a range of video and cable services. The bill would have allowed the use of "small cell" wireless

antennas and related equipment without a local discretionary permit in all zoning districts as a use by-right, subject only to an administrative permit. Additionally, SB 649 provided a de facto CEQA exemption for the installation of such facilities and precluded consideration by the public for the aesthetic, nuisance, and environmental impacts of these facilities. SB 649 would have also removed the ability for cities to obtain fair and reasonable compensation when authorizing the use of public property and rights of way from a “for profit” company for this type of use.

SB 649 passed out of the State Assembly by a vote of 46-16-17 and out of the State Senate by a vote of 22-10-8 despite over 300 cities and 47 counties in California providing letters of opposition. Ultimately, Governor Brown vetoed the bill as he believed “that the interest which localities have in managing rights of way requires a more balanced solution than the one achieved in this bill.” It is strongly believed that the issue of wireless telecommunications facilities is not over and it is anticipated that legislation will be introduced on this topic in January 2019.

Another example of an incursion into local control was AB 252, which would have prohibited any tax on the sale or use of video streaming services, including sales and use taxes and utility user taxes. Over the last two decades, voters in 107 cities and 3 counties have adopted measures to modernize their Utility User Tax (“UUT”) ordinances. Of these jurisdictions, 87 cities and 1 county approved ordinances to allow a UUT on video providers. Prior to its first Committee hearing, AB 252 received opposition letters from 37 cities, the League of California Cities, South Bay Council of Governments, California Contract Cities Association, and nine other organizations. This bill failed in the Assembly Revenue and Taxation Committee 8-0-2, which the author of the Committee chaired.

More recently, SB 827 would have overridden local control on housing development that was within ½ mile of a major transit stop or ¼ mile from a high-quality bus corridor as defined by the legislation with some limitations. On April 17, 2018, SB 827 failed in the Senate Transportation and Housing Committee 4-6-3 but was granted reconsideration. State legislators have indicated they will continue to introduce legislation that will override local zoning ordinances for the development of affordable housing in conjunction with mixed use and/or luxury condominium/apartment housing.

These are just three examples of the increasing attempts by Sacramento to supersede local control. Presently, there are discussions occurring in Sacramento to ban cities from creating their own municipal broadband or to prohibit local ordinances over the regulation of shared mobility devices such as dockless electric scooters. These decisions should remain with each individual jurisdiction to decide based on the uniqueness of their community and the constituents that live in each city.

Often fueled by the actions of special interest groups, Sacramento is continually attempting to overreach their authority with various incursions on local control. The desire in Sacramento to strip communities of their ability to make decisions over issues which should remain at the local level seems to intensify each state legislative cycle. Increasingly, legislation is being introduced with a “one-size-fits-all” approach which is detrimental in a

state with over 40 million residents that have extremely diverse communities from the desert to the sea, from the southern to the northern borders.

Loren King in the book “Cities, Subsidiarity and Federalism” states, “Decisions should be made at the lowest feasible scale possible”. The proposed resolution directs the League of California Cities to assess the increasing vulnerabilities to local authority, control and revenue. It also directs the League of California Cities to explore the preparation of a ballot measure and/or constitutional amendment which would aim to ensure that decisions are made as close to home as possible.

Local government, when done right, is the best form of democracy precisely because it is closest to home. A ballot measure and/or constitutional amendment would provide the state’s voters an opportunity to further strengthen local authority and maintain the role of local democracy to best preserve their local quality of life while still leaving the appropriate issues at the county, regional or state legislature depending on the topic. Any ballot measure and/or constitutional amendment should institutionalize the principle of subsidiarity, while encouraging inclusive regional cooperation that recognizes the diversity of California’s many individual communities. The time has come to allow the residents of California’s voters to decide if they prefer top down governance from Sacramento or bottom up governing from their own locally elected officials.

League of California Cities Staff Analysis on Resolution No. 1

Staff: Dan Carrigg, Johnnie Pina
 Committees: Governance, Transparency and Labor Relations
 Housing, Community & Economic Development
 Revenue & Taxation
 Transportation, Communication and Public Works

Summary:

This Resolution states that the League of California Cities should assess the vulnerabilities to local authority, control and revenue and explore the preparation of a ballot measure and or constitutional amendment that would give the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

Background:

The City of Beverly Hills is sponsoring this resolution in reaction to their concerns over measures coming from the Legislature and the initiative process attempting to roll back local control and hinder cities from providing optimal services to their residents.

As examples, the city cites the 2017-2018 legislative cycle, the Legislature introduced bills such as Senate Bill 649 (Hueso) Wireless Telecommunications Facilities, and AB 252 (Ridley-Thomas) proposing to prohibit taxes on video streaming services, and more recently Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing. SB 649 was vetoed by the Governor and SB 827 died in policy committee, however if these measures had been signed into law they would have impinged on the ability of a local government to be responsive to the needs of their constituents.

The city maintains that "local government, when done right, is the best form of democracy precisely because it is closest to home. A ballot measure and/or constitutional amendment would provide the state's voters an opportunity to further strengthen local authority and maintain the role of local democracy to best preserve their local quality of life while still leaving the appropriate issues at the county, regional or state legislature depending on the topic."

Fiscal Impact:

By requesting the League to "assess" vulnerabilities and "explore" the preparation of a ballot measure that would further protect local authority, there are no proposals to be quantified. But it is presumed that the League would not pursue a measure that did not have positive impacts of further protecting local authority.

For the League as an organization, however, the fiscal impact of sponsoring a ballot measure can be very expensive. It can take several million dollars to qualify a measure via signature gathering, and much more to fund an effective campaign and overcome organized opposition.

Comments:

- 1) Ballot measure advocacy is a settled aspect of California's political process. This year's November ballot is an example of that, with proposals ranging from dividing California

into three states, restoring rent control, repealing transportation funding, to funding housing and water bonds. Three other measures are not on the November ballot after their sponsors spent millions gathering signatures to qualify measures, then leveraged last-minute legislative deals in exchange for pulling them from the ballot.

- 2) Most major stakeholder organizations in Sacramento have realized that they cannot rely on legislative advocacy alone to protect their interests, but must develop and maintain the capacity to protect their interests in the ballot process as well.
- 3) The League has been engaged in ballot advocacy for nearly 20 years. In the early 2000's, city officials were angered by repeated state raids of local revenues. These concerns led to the League—for the first time in its then 100-year history—developing a ballot advocacy infrastructure that included forming and fundraising for an issues political action committee (PAC), establishing a network of regional managers, and building a coalition with other organizations that ultimately led to the passage of Prop. 1A of 2004. Over the years, the League's successful campaigns include the passage of Proposition 1A and Proposition 99 and the defeat of Propositions 90 and 98.

a. Yes on Proposition 1A (2004)

As a result of the passage of Prop 1A, local government revenues that otherwise would have been raided by the state legislature were kept in local coffers. This resulted in increased funding for public safety, health, libraries, parks and other locally delivered services. Proposition 1A PASSED WITH 83.7% OF THE VOTE.

b. No on Proposition 90 (2006)

Prop. 90 was a well-financed special interest-backed initiative that sought to eliminate most of local governments' land use decision making authority. Led by the League, the opposition educated voters on how this measure's far reaching provisions would have cost taxpayers billions of dollars by driving up the cost of infrastructure projects, prevented voters and state and local agencies from enacting environmental protections, jeopardized public safety services and more. Proposition 90 FAILED WITH 52.4% OF THE VOTERS VOTING NO.

c. No on Proposition 98 Yes on Proposition 99 (2008)

Given the hidden agendas within Prop 98, our message was not always an easy one to communicate to the electorate. The No on 98/ Yes on 99 campaign was able to educate voters on the important differences between both measures. As a result, important eminent domain reforms were enacted and both land use decision making and rent control were preserved within our communities. Proposition 98 FAILED WITH 61.6% OF THE VOTERS VOTING NO. Proposition 99 PASSED BY 61% OF THE VOTE.

d. Yes on Proposition 22 (2010)

As a result of the passage, local governments have been able to pay for infrastructure investment, create local jobs and avoid devastating cuts in our communities. Proposition 22 APPROVED BY 60.7% OF VOTERS.

- 4) While the League has been able to recently defeat several major legislative proposals aimed at undermining local authority, and avoid a battle over the Business Roundtable's measure in November due to the "soda tax" deal, the threats to local authority and revenue remain a constant concern. Other interest groups may be emboldened by some of the recent "deals" cut by ballot proponents and seek to implement similar strategies for the 2020 ballot. The next Governor may also have different philosophies than Governor Jerry Brown on "subsidiarity."
- 5) The League's President opted to send this resolution to four policy committees for several reasons: (a) the recent major threats to local control covered broad policy areas: telecom, land use, contracting, and revenue; and (b) having this issue vetted broadly within the League policy process will provide a better assessment of the depth of concern for the vulnerability to local control within the membership
- 6) If the membership chooses to approve this measure, it is strongly advisable to retain continued flexibility for the League to "assess" vulnerabilities and "explore" options. Any ballot initiative consideration must be approached very carefully by the organization. It is a difficult and very expensive endeavor that can have additional political ramifications. For 120 years the League's core mission has been to protect local control - and it has gone to the ballot successfully before to do so -- but any such effort must be approached thoughtfully, prudently and cautiously.

Existing League Policy:

Related to this Resolution, existing policy provides:

- The League of California Cities' Mission Statement is, "To expand and protect local control for cities through education and advocacy. To enhance the quality of life for all Californians"
- The League of California Cities' Summary of Existing Policy and Guidelines states, "We Believe
 - Local self-governance is the cornerstone of democracy.
 - Our strength lies in the unity of our diverse communities of interest.
 - In the involvement of all stakeholders in establishing goals and in solving problems.
 - In conducting the business of government with openness, respect, and civility.
 - The spirit of public service is what builds communities.
 - Open decision-making that is of the highest ethical standards honors the public trust.
 - Cities are the economic engine of California.
 - The vitality of cities is dependent upon their fiscal stability and local autonomy.
 - The active participation of all city officials increases the League's effectiveness.
 - Focused advocacy and lobbying is most effective through partnerships and collaboration.
 - Well-informed city officials mean responsive, visionary leadership, and effective and efficient
 - city operations."
- Click here to view the [Summary of Existing Policy and Guiding Principles 2018](#).

Support:

The following letters of concurrence were received: Steven Scharf, Cupertino City Council Member; Michael S. Goldman, Sunnyvale City Council; Lydia Kou, Palo Alto City Council Member; David Terrazas, Mayor of Santa Cruz; Peter Weiss, Mayor of Oceanside; Alan D. Wapner, Mayor pro Tem of Ontario; Patrick Furey, Mayor of Torrance; Lauren Meister, West Hollywood Council Member; Liz Reilly, Duarte Mayor Pro Tem; Bill Brand, Mayor of Redondo Beach; Sho Tay, Mayor of Arcadia; Emily Gabel-Luddy, Mayor of Burbank.

2. A RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES DECLARING ITS COMMITMENT TO SUPPORT THE REPEAL OF PREEMPTION IN CALIFORNIA FOOD AND AGRICULTURE CODE § 11501.1 THAT PREVENTS LOCAL GOVERNMENTS FROM REGULATING PESTICIDES

Source: City of Malibu

Concurrence of five or more cities/city officials: Cities: Agoura Hills; Calabasas; Davis; Menlo Park; Moorpark; Ojai; Oxnard; Richmond; West Hollywood

Referred to: Environmental Quality

WHEREAS, anticoagulant rodenticides are poisonous bait products that are poisoning 80 to 90% of predator wildlife in California. These poisons cause painful, internal hemorrhaging in non-target animals, including pets, that accidentally ingest the products. Approximately 10,000 children under the age of six are accidentally poisoned by anticoagulant rodenticides each year nationwide; and

WHEREAS, in response to these harms, the California Department of Pesticide Regulation banned the consumer purchase and use of second-generation anticoagulant rodenticides in July 2014. Despite collecting data for almost four years after this ban, the Department of Fish and Wildlife found no evidence supporting a decrease in poisonings by anticoagulant rodenticides; and

WHEREAS, the state of California currently only recognizes the harm posed by second-generation anticoagulant rodenticides, which are prohibited in state wildlife habitat areas but are still available for agricultural purposes and by certified applicators throughout the state of California; and

WHEREAS, first-generation anticoagulant rodenticides are still available to the public and used throughout California without limitation; and

WHEREAS, nonpoisonous rodent control methods, such as controlling trash, sealing buildings, setting traps, erecting raptor poles and owl boxes, and removing rodent nesting areas are also effective rodent control methods; and

WHEREAS, the state of California preempts cities from regulating pesticides; and

WHEREAS, many cities across California have passed resolutions restricting pesticide use on city property and have expressed the desire to ban the use of pesticides within their jurisdictions.

NOW, THEREFORE, BE IT RESOLVED by the General Assembly of the League of California Cities, assembled in Long Beach, California on September 14, 2018, to do as follows:

1. Encourage the state of California to fund and sponsor further research into the negative impacts of anticoagulant rodenticides to determine whether the use of these products should be further restricted or banned statewide.

2. Direct the League of California Cities staff to consider creating a task force with other organizations and jointly commission a report on the unintended negative impact of anticoagulant rodenticides;
3. Encourage cities throughout California to eliminate use of anticoagulant rodenticides as part of their maintenance program in city-owned parks, lands, and facilities and to report on the effectiveness of other rodent control methods used in in their maintenance program;
4. Encourage property owners throughout California to eliminate use of anticoagulant rodenticides on their properties;
5. Encourage cities throughout California to join in these advocacy efforts to mitigate the unintended negative impacts of anticoagulant rodenticides;
6. Endorse a repeal of California Food and Agriculture Code § 11501.1 to end local preemption of regulating pesticides; and
7. Call for the Governor and the Legislature to work with the League of California Cities and other stakeholders to consider and implement this reform.

Background Information on Resolution

Source: City of Malibu

Background:

A. Anticoagulant rodenticides are unnecessarily destructive and dangerous

Anticoagulant rodenticides contain lethal agents that disrupt the normal blood clotting or coagulation process causing dosed rodents to die from uncontrolled bleeding or hemorrhaging. Deaths typically occur between four days and two weeks after rodents begin to feed on the bait. Animals commonly targeted by anticoagulant rodenticides include rats, mice, gophers and squirrels. Non-target predator wildlife victims, which are exposed to an 80-90% risk of poisoning, include owls, hawks, bobcats, bears, foxes, coyotes, and mountain lions. The endangered species at risk of poisoning include fishers, spotted owls, and San Joaquin foxes. The use of anticoagulant rodenticides not only harms rodents, but it commonly harms pets, such as dogs, cats, and bunnies, and other wildlife that mistakenly eat the bait through primary poisoning or that unknowingly consume animals that have ingested the anticoagulant rodenticide through secondary poisoning. Children also suffer poisoning by mistakenly ingesting anticoagulant rodenticides.

California recognizes the grave harm that can be caused by anticoagulant rodenticides and has partially restricted access to second-generation anticoagulant rodenticides by the public:

Because of documented hazards to wildlife, pets and children, the California Department of Pesticide Regulation has restricted public access to some of these materials in California. As of July 1, 2014, rodenticide products containing the active ingredients brodifacoum, bromadiolone, difethialone and difenacoum are only to be used by licensed applicators (professional exterminators).¹

California has also prohibited the use of these ingredients in any “wildlife habitat area,” which is defined as “any state park, state wildlife refuge, or state conservancy.”²

The United State Environmental Protection Agency³ and the California Department of Pesticide Regulation⁴ have both documented in detail the damage to wildlife from second-generation anticoagulant rodenticides in support of the 2014 consumer ban on the purchase and use of the products. While first-generation anticoagulant rodenticides are less toxic, they are far more abundant due to their continued availability to all members of public.⁴ The California Department of Fish & Wildlife was tasked with collecting data on poisoning incidents to ascertain the effectiveness of the restrictions on second-generation anticoagulant rodenticides. After almost four years of collecting data, there was no evidence supporting a reduction in the number of poisonings.

¹ <https://www.wildlife.ca.gov/living-with-wildlife/rodenticides>.

² Cal. Food and Agric. Code § 12978.7.

³ <https://www.epa.gov/rodenticides/restrictions-rodenticide-products>

⁴ https://www.cdpr.ca.gov/docs/registration/reevaluation/chemicals/brodifacoum_final_assess.pdf

Recent studies by the University of California, Los Angeles and the National Park Service on bobcats have shown that first-generation anticoagulant rodenticide poisoning levels similar to the second-generation anticoagulant rodenticides poisoning levels.⁵ A comprehensive study of 111 mountain lions in 37 California counties found first-generation anticoagulant rodenticides in the liver tissue of 81 mountain lions (73% of those studied) across 33 of the 37 counties, and second-generation anticoagulant rodenticides in 102 mountain lions (92% of those studied) across 35 of the 37 counties.⁶ First-generation anticoagulant rodenticides were identified as contributing to the poisoning of Griffith Park mountain lion, P-22, (who was rescued), and the deaths of Newbury Park mountain lion, P-34, and Verdugo Hills mountain lion, P-41.

This data demonstrates the inadequacy of current legislative measures to ameliorate the documented problem caused by both second-generation and first-generation anticoagulant rodenticides.

B. State law preempts general law cities from regulating the use of pesticides, including anticoagulant rodenticides

A general law city may not enact local laws that conflict with general state law.⁷ Local legislation that conflicts with state law is void.⁸ A local law conflicts with state law if it (1) duplicates, (2) contradicts, or (3) enters a field that has been fully occupied by state law, whether expressly or by implication. A local law falling into any of these categories is “preempted” and is unenforceable.

State law expressly bars local governments from regulating or prohibiting pesticide use. This bar is codified in the California Food and Agricultural Code § 11501.1(a):

This division and Division 7 . . . are of statewide concern and occupy the whole field of regulation regarding the registration, sale, transportation, or use of pesticides to the exclusion of all local regulation. Except as otherwise specifically provided in this code, no ordinance or regulation of local government, including, but not limited to, an action by a local governmental agency or department, a county board of supervisors, or a city council, or a local regulation adopted by the use of an initiative measure, may prohibit or in any way attempt to regulate any matter relating to the registration, transportation, or use of pesticides, and any of these ordinances, laws or regulations are void and of no force or effect.

State law also authorizes the state to take action against any local entity that promulgates an ordinance or regulation that violates § 11501.1(a).⁹ The statute was specifically adopted to overrule a 30 year old court decision in *People v. County of Mendocino*,¹⁰ which had held that a

⁵ L. E. K. Serieys, et al, “Anticoagulant rodenticides in urban bobcats: exposure, risk factors and potential effects based on a 16-year study,” *Ecotoxicology* (2015) 24:844–862.

⁶ J. Rudd, et al, “Prevalence of First-Generation and Second-Generation Rodenticide Exposure in California Mountain Lions,” Proceeding of the 28th Vertebrate Pest Conference, February 2018.

⁷ Cal. Const. art. XI § 7.

⁸ *City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc.* (2013) 56 Cal. 4th 729, 743.

⁹ Cal. Food and Agric. Code § 11501.1, subd. (b).

¹⁰ *People ex rel. Deukmejian v. County of Mendocino* (1984) 36 Cal. 3d 476.

local regulation prohibiting aerial application of phenoxy herbicides was not then preempted by state or federal law.¹¹

The use of pesticides is broadly regulated by state law. In the language of preemption law, the state “occupies the field,” leaving no room for additional local law on the subject. Accordingly, a city’s ban on the use of anticoagulant rodenticides would be unenforceable.

C. California should repeal the preemption in Cal. Food and Agric. Code § 11501.1 to provide cities with the authority to decide how to regulate pesticides within their own jurisdictions based on local concerns

The state of California should provide cities with the authority to regulate the use of pesticides in their own jurisdictions based on their own individual local needs.

Recognizing that cities’ power to “make and enforce within its limits all local, police, sanitary, and other ordinances and regulations” is presently preempted by the general laws of the state, cities throughout California request that the state provide cities with the authority to decide how to deal with rodents based on their land use.

Depending on such land use, cities may decide to allow the use of nonpoisonous control methods, non-anticoagulant rodenticides, or anticoagulant rodenticides, if necessary. Nonpoisonous methods to control rodent pests, include sealing entrances to buildings, sanitizing property, removing rodent habitats, such as ivy or wood piles, setting traps, and erecting raptor poles or owl boxes. For example, a recent landmark study by Ventura County established that installing raptor poles for hawks and owls was more effective than anticoagulant rodenticides in reducing the damage to water control levees caused by ground squirrel burrows. Burrows decreased by 66% with the change.¹²

The ultimate goal is to allow cities to address their local concerns with the input of community members at open and public meetings. Presently, cities are unable to adequately address local concerns; they are limited to encouraging or discouraging behavior.

D. Conclusion

The negative effects from the use of anticoagulant rodenticides across California has garnered the interest of cities and community members to remedy the problem. By presenting this resolution to the League of California Cities, the City of Malibu hopes to organize support and gain interest at the state level to repeal the preemption in Cal. Food and Agric. Code § 11501.1 to provide cities with the authority to regulate pesticides based on individual, local concerns.

¹¹ *IT Corp. v. Solano County Bd. Of Supervisors* (1991) 1 Cal. 4th 81, fn. 9; *Turner v. Chevron USA Inc.*, 2006 WL 1314013, fn. 14 (unpublished).

¹² <http://vcportal.ventura.org/BOS/District2/RaptorPilotStudy.pdf>

League of California Cities Staff Analysis on Resolution No. 2

Staff: Erin Evans-Fudem
Committee: Environmental Quality

Summary:

This resolution seeks to have the state and the League study the negative impacts of anticoagulant rodenticides and address the inability of cities to regulate the use of rodenticides and pesticides.

Specifically related to anticoagulant rodenticides, the resolution would encourage the state to fund research into the negative impacts and a potential restriction or ban; direct the League to consider creating a task force to study and report on the unintended negative consequences; encourage cities and property owners to eliminate use; and encourage cities to join advocacy efforts. In addition, the resolution would direct the League to endorse repeal of a statute that preempts local regulation of pesticides.

Background:

The City of Malibu is sponsoring this resolution out of concern about the effect of a certain type of rodent control (anticoagulant rodenticides) has on other wildlife. According to the City, anticoagulant rodenticides disrupt the blood clotting process and therefore cause rodents to die from bleeding or hemorrhaging. This rodenticide is commonly used on rats, mice, gophers, and squirrels. Predator animals that eat rodents can be exposed to anticoagulant rodenticides if they consume animals that have eaten the bait. These animals include owls, hawks, bobcats, bears, foxes, coyotes, and mountain lions. Furthermore, pets can also be exposed to anticoagulant rodenticides if they eat the bait or consume animals that have eaten the bait.

Some cities have passed “ceremonial resolutions” locally. For example, the City of Malibu has two ordinances in place to discontinue use of rodenticides and traps in city-owned parks, roads, and facilities, as well as encourage businesses and property owners not to use anticoagulant rodenticides on their property.

Fiscal Impact:

Costs to cities would include using alternative methods of rodent control and studying the efficacy. Since the resolution encourages, but does not mandate action by cities, city costs would be taken on voluntarily.

Fiscal impact to the League would include costs associated with the task force, scientific research, and educating League staff and members. For the task force, the League may incur costs associated with staffing, convening, and educating a task force to study anticoagulant rodenticides, as well as the cost of writing a report. This could include a need for outside experts with knowledge of pesticides and their ecological impacts. League resources would also be utilized to support proposals to repeal the statute preempting local regulation of pesticides; however, this cost may be absorbed with existing staff resources.

Comments:

Pesticides are regulated by federal and state governments. The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) reserves for the federal government authority over pesticide labeling. States can adopt stricter labeling requirements and can effectively ban sale and use of pesticides that do not meet state health or safety standards.¹ For 51 years, California has reserved regulation of pesticides for the state only, preempting local regulation.² This preemption has been ratified and confirmed in subsequent court decisions and legislation. However, County Agricultural Commissioners work to enforce the state laws. Local governments may regulate or restrict pesticide use in their own operations, including use in municipal buildings or parks.³⁴

Broad direction. This resolution would direct the League to take a position allowing broad local discretion over pesticide regulation in general. Because the regulation of anticoagulant rodenticides is largely based in science, additional or outside expertise may be needed to ensure full understanding of the science behind rodent control methods. The resolution itself is not limited to allowing local governments to regulate anticoagulant rodenticides, which this resolution otherwise targets.

Rodent control methods. There are numerous methods of controlling rodents, including lethal traps, live traps, and poison baits. There are two generations of rodenticide poisons because after rodents became resistant to the first generation, the second was developed. The U.S. Environmental Protection Agency (U.S. EPA) provides the following information below related to the science and use of anticoagulant rodenticides:

Most of the rodenticides used today are anticoagulant compounds that interfere with blood clotting and cause death from excessive bleeding. Deaths typically occur between four days and two weeks after rodents begin to feed on the bait.

First-generation anticoagulants include the anticoagulants that were developed as rodenticides before 1970. These compounds are much more toxic when feeding occurs on several successive days rather than on one day only. Chlorthaliphenone, diphacinone and warfarin are first-generation anticoagulants that are registered to control rats and mice in the United States.

Second-generation anticoagulants were developed beginning in the 1970s to control rodents that are resistant to first-generation anticoagulants. Second-generation anticoagulants also are more likely than first-generation anticoagulants to be able to kill after a single night's feeding. These compounds kill over a similar course of time but tend to remain in animal tissues longer than do first-generation ones. These properties mean that second-generation products pose greater risks to nontarget species that might feed on bait only once or that might feed upon animals that have eaten the bait. Due to these

¹ California Department of Pesticide Regulation (CDPR), *A Guide to Pesticide Regulation in California: 2017 Update*, pg. 9, <https://www.cdpr.ca.gov/docs/pressrls/dprguide/dprguide.pdf>.

² California Food and Agriculture Code § 11501.1 (1967).

³ CDPR, *A Guide to Pesticide Regulation in California: 2017 Update*, pg. 9, <https://www.cdpr.ca.gov/docs/pressrls/dprguide/dprguide.pdf>.

⁴ County Agricultural Commissioners work with CDPR to enforce state laws. CDPR, *A Guide to Pesticide Regulation in California: 2017 Update*, pg. 13, <https://www.cdpr.ca.gov/docs/pressrls/dprguide/dprguide.pdf>.

risks, second-generation anticoagulant rodenticides no longer are registered for use in products geared toward consumers and are registered only for the commercial pest control and structural pest control markets. Second-generation anticoagulants registered in the United States include brodifacoum, bromadiolone, difenacoum, and difethialone.

Other rodenticides that currently are registered to control mice include bromethalin, cholecalciferol and zinc phosphide. These compounds are not anticoagulants. Each is toxic in other ways.⁵

Legislative attempts to ban. Several legislative measures have been introduced to ban the use of certain anticoagulant rodenticides (AB 1687, Bloom, 2017. AB 2596, Bloom, 2016). However, neither of these measures were heard and failed to pass key legislative deadlines.

Existing League Policy:

The League does not have policy related to pesticides or rodenticides.

Related to federal regulation, League policy states:

- The League supports flexibility for state and local government to enact environmental and other standard or mandates that are stronger than the federal standards. However, the League reserves the right to question or oppose stronger standards on the merits. The League also opposes legislation that prohibits state and local governments from enacting stricter standards.

Support:

The following letters of concurrence were received: William Koehler, Mayor of Agoura Hills; Fred Gaines, Mayor of Calabasas; Brett Lee, Mayor Pro Tem of Davis; Catherine Carlton, Menlo Park City Council Member; Janice Parvin, Mayor of Moorpark; Suza Francina, Ojai City Council Member; Carmen Ramirez, Oxnard City Council Member; Tom Butt, Mayor of Richmond; Lindsey Horvath, West Hollywood City Council Member

⁵ U.S. EPA, Restrictions on Rodenticide Products, <https://www.epa.gov/rodenticides/restrictions-rodenticide-products>

LETTERS OF CONCURRENCE

Resolution No. 1

Local Municipal Authority, Control and Revenue



Office of the City Council

Sho Tay
Mayor

April A. Verlato
Mayor Pro Tem

Peter M. Amundson
Council Member

Tom Beck
Council Member

Roger Chandler
Council Member

July 10, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

**SUBJECT: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING
VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL AND REVENUE**

Dear Committee:

As the Mayor of the City of Arcadia, I support the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure and/or constitutional amendment that would provide the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

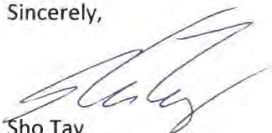
State legislation introduced in both 2017 and 2018 by the legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) Wireless Telecommunications Facilities or the more recently introduced Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a state ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that prohibits constituents in local jurisdictions from passing a soda tax for twelve years; trumping the will of the people should they wish to support such a measure. However, as a result the passage of that Assembly Bill, the state ballot initiative was pulled from the November 2018 ballot.

These continual incursions into local control by the state legislature, and powerful interest groups, should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the state of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons, I strongly support this resolution.

Sincerely,



Sho Tay
Mayor, City of Arcadia

cc: City of Arcadia City Council
Vice Mayor John Mirisch, City of Beverly Hills

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5403 City Hall
(626) 446-5729 Fax
www.ArcadiaCA.gov

CITY OF BURBANK

 OFFICE OF THE MAYOR

July 11, 2018

General Resolutions Committee
 League of California Cities
 1400 K Street, Suite 400
 Sacramento, CA 95814

**SUBJECT: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING
 VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL AND REVENUE**

Dear Committee:

As the Mayor of the City of Burbank, on my own behalf, I support the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure and/or constitutional amendment that would provide the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

State legislation introduced in both 2017 and 2018 by the legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) Wireless Telecommunications Facilities or the more recently introduced Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a state ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that banned on constituents in local jurisdictions from passing a soda tax for twelve years; trumping the will of the people should they wish to support such a measure. However, as a result the passage of that Assembly Bill, the state ballot initiative was pulled from the November 2018 ballot.

These continual incursions into local control by the state legislature, and powerful interest groups, should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the state of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons I strongly support this resolution.

Sincerely,

A handwritten signature in black ink that reads "Emily Gabel-Luddy". The signature is fluid and cursive, with the first name "Emily" being more prominent than the last name.

Emily Gabel-Luddy
Mayor, City of Burbank

cc: Vice Mayor John Mirisch, City of Beverly Hills
Jennifer Quan, League Regional Public Affairs Manager (via email)

From: Steven Scharf <scharf.steven@gmail.com>
Sent: Sunday, July 08, 2018 8:34 PM
To: Cindy Owens
Subject: Letter of Support for California League of Cities Resolution

Dear Ms. Cowens,

I was forwarded your email requesting support for a resolution in support of "the preparation of a ballot measure and/or state constitutional amendment that would strengthen local authority and preserve the role of local democracy at the local level as the state legislature is continually attempting to override the local authority of cities."

Speaking only for myself, and not on behalf of the City of Cupertino or other Cupertino City Council Members, I hereby give my support for such a measure. You may use my name as a supporter.

Sincerely,
Steven Scharf
Cupertino City Council Member



City of Duarte

1600 Huntington Drive | Duarte, CA 91010 | Bus. 626.357.7931 | Fax 626.358.0018 | www.accessduarte.com

July 10, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Mayor
John Fasana

Mayor Pro Tem
Liz Reilly

Councilmembers
Margaret E. Finlay
Samuel Kang
Tzeitel Paras-Caracci

City Manager
Darrell J. George

2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL, AND REVENUE

Dear Committee:

The City of Duarte supports the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure that would provide the State's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

State legislation introduced in both 2017 and 2018 by the legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) (Wireless Telecommunications Facilities) or the more recently introduced Senate Bill 827 (Wiener) (Planning and Zoning: Transit-Rich Housing Bonus) that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a State ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that banned constituents in local jurisdictions from passing a soda tax for twelve years, trumping the will of the people should they wish to support such a measure. However, as a result of the passage of that Assembly Bill, the State ballot initiative was pulled from the November 2018 ballot.

These continual incursions into local control by the State legislature and powerful interest groups should be prohibited in areas where it is unwarranted, and does not best serve the unique communities that make up the State of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons, the City of Duarte strongly supports this resolution.

Sincerely,

Liz Reilly
Mayor Pro Tem

cc: Vice Mayor John Mirisch, City of Beverly Hills



CITY OF OCEANSIDE

MAYOR
PETER WEISS

July 10, 2018

COUNCIL MEMBERS
JACK FELLER
JEROME KERN
CHARLES "CHUCK" LOWERY
ESTHER SANCHEZ

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

**SUBJECT: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE
INCREASING VULNERABILITIES TO LOCAL MUNICIPAL
AUTHORITY, CONTROL AND REVENUE**

Dear Committee:

I'm writing on behalf of the City of Oceanside to support the League of California Cities' ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure and/or constitutional amendment that would provide the State's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

State legislation introduced in both 2017 and 2018 by the legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) Wireless Telecommunications Facilities, or the more recently introduced Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a state ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that banned constituents in local jurisdictions from passing a soda tax for twelve years, trumping the will of the people should they wish to support such a measure. However, as a result the passage of that Assembly Bill, the state ballot initiative was pulled from the November 2018 ballot.

These continual incursions into local control by the state legislature and powerful interest groups should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the state of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons, I strongly support this resolution.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Weiss".

Peter Weiss
MAYOR

cc: Vice Mayor John Mirisch, City of Beverly Hills



PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
RUBEN VALENCIA
COUNCIL MEMBERS

SCOTT OCHOA
CITY MANAGER

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

July 10, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

**Re: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING
VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL AND
REVENUE**

Dear Committee Members,

As Mayor pro Tem for the City of Ontario, I support the Annual Conference Resolution proposed by the City of Beverly Hills calling for the League of California Cities to explore the preparation of a ballot measure and/or constitutional amendment that would provide the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

In recent years, the state legislature has aggressively ramped up its efforts to wrestle authority away from local government. In the past session alone, we saw egregious and unprecedented attacks on local control with several bills that strike at the heart of local government. These bills, including Senate Bill 649 (Hueso – Wireless Telecommunications Facilities) and Senate Bill 827 (Wiener – Planning and Zoning: Transit-Rich Housing Bonus) show a blatant contempt for the ability of local governments to meet the needs of the local community.

Unfortunately, these bills are likely only the beginning. As such, there is a need for a ballot measure and/or constitutional amendment to clearly enshrine the role of local government in regulating local issues. The passage of the proposed resolution by the City of Beverly Hills recognizes that it is local government, not the state legislature, that best understands the local community and is therefore best-situated to regulate and respond to local issues. For these reasons, I strongly support this resolution.

Sincerely,

Alan D. Wapner
Mayor pro Tem – City of Ontario

cc: Vice Mayor John Mirisch, City of Beverly Hills

DocuSign Envelope ID: 48D4AEF4-48B3-442A-A3E1-12DFA5002A14

City of Palo Alto
Office of the Mayor and City Council

July 11, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Re: EXPLORING A RESOLUTION TO RESPOND TO INCREASING VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY

Dear Committee Members:

As one Councilmember of the City of Palo Alto, and in my individual capacity and not on behalf of the Council as a body, or the City, I write to support the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills. This resolution asks the League to explore the preparation of a ballot measure and/or constitutional amendment that would provide voters an opportunity to further strengthen local authority and preserve the role of local democracy. If the resolution passes, I encourage the League to ensure any potential measure includes both charter and general law cities.

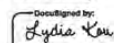
State legislation introduced in both 2017 and 2018 has continually threatened to erode local control. Whether this was SB 649 (Hueso) Wireless Telecommunications Facilities or the more recently introduced SB 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a state ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that banned on constituents in local jurisdictions from passing a soda tax for twelve years; trumping the will of the people should they wish to support such a measure. However, as a result the passage of that Assembly Bill, the state ballot initiative was pulled from the November 2018 ballot.

These continual incursions into local control by state legislature, and powerful interest groups, should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the state of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons I support this resolution.

Sincerely,

Digitally signed by


Lydia Kou

Councilmember, City of Palo Alto

cc:

Palo Alto City Council
Mayor John Mirisch, City of Beverly Hills
James Keene, Palo Alto City Manager

P.O. Box 10250
Palo Alto, CA 94303
650.329.2477
650.328.3631 fax



Bill Brand
Mayor

415 Diamond Street, P.O. BOX 270
Redondo Beach, California 90277-0270
www.redondo.org

tel 310 372-1171
ext. 2260
fax 310 374-2039

July 9, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

SUBJECT: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL AND REVENUE

Dear Committee:

As Mayor of Redondo Beach, I support the League of California Cities Annual Conference Resolution proposed by the City of Beverly Hills calling for the LCC to explore the preparation of a ballot measure and/or constitutional amendment that would provide the State's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

State legislation introduced in both 2017 and 2018 by the Legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) Wireless Telecommunications Facilities, or the more recently introduced Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, The State Legislature is continuing to introduce proposals that impinge on the ability of local governments to institute discretionary legislation that is responsive to the needs of their communities.

These continual incursions into local control by the State Legislature, and powerful special interest groups, should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the State of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons I strongly support this resolution.

Sincerely,

Bill Brand

cc: Vice Mayor John Mirisch, City of Beverly Hills



MAYOR AND CITY COUNCIL

809 Center Street, Room 10, Santa Cruz, CA 95060 • (831) 420-5020 • Fax: (831) 420-5011 • citycouncil@cityofsantacruz.com

July 9, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

**RE: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING
VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL, AND REVENUE**

Dear General Resolutions Committee Members:

As Mayor of the City of Santa Cruz, I support the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure and/or constitutional amendment that would provide the State's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

State legislation introduced in both 2017 and 2018 by the Legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) Wireless Telecommunications Facilities or the more recently introduced Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a State ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that banned constituents of local jurisdictions from passing a soda tax for twelve years, trumping the will of the people should they wish to support such a measure. However, as a result the passage of that Assembly Bill, the State ballot initiative was pulled from the November 2018 Ballot.

These continual incursions into local control by the State Legislature and powerful interest groups should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the State of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons I strongly support this resolution.

Sincerely,

David Terrazas
Mayor

cc: Vice Mayor John Mirisch, City of Beverly Hills

From: Michael Goldman <miklg@yahoo.com>
Sent: Saturday, July 07, 2018 4:37 PM
To: Cindy Owens
Subject: Letter of Support for California League of Cities Resolution

Dear Ms. Cowens,

I was forwarded your email requesting support for a resolution in support of "the preparation of a ballot measure and/or state constitutional amendment that would strengthen local authority and preserve the role of local democracy at the local level as the state legislature is continually attempting to override the local authority of cities."

Speaking solely on my own behalf, I hereby give my whole-hearted support for such a measure. The essence of democracy is the control by the people of their community. As public servants, we elected officials serve the democratically expressed will of the public.

Sincerely,

Michael S. Goldman

Sunnyvale City Council, Seat 7



CITY OF TORRANCE

PATRICK J. FUREY
MAYOR

July 5, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

**SUBJECT: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE INCREASING
VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY, CONTROL AND
REVENUE**

Dear Committee:

As Mayor of the City of Torrance, I support the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure that would provide the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

State legislation introduced in both 2017 and 2018 by the legislature has continually threatened to erode local control. Whether this was Senate Bill 649 (Hueso) Wireless Telecommunications Facilities or the more recently introduced Senate Bill 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus that was defeated in Committee, legislatures are continually introducing proposals that impinge on the ability of a local government to institute discretionary legislation that is responsive to the needs of their constituents.

More recently, a state ballot initiative was introduced that would have made increasing fees and passing taxes more onerous on local jurisdictions due to the interest of powerful interest groups. This interest group successfully negotiated an Assembly Bill that banned on constituents in local jurisdictions from passing a soda tax for twelve years; trumping the will of the people should they wish to support such a measure. However, as a result the passage of that Assembly Bill, the state ballot initiative was pulled from the November 2018 ballot.

These continually incursions into local control by the state legislature, and powerful interest groups, should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the state of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons I strongly support this resolution.

Sincerely,

Patrick J. Furey
Mayor

cc: Vice Mayor John Mirisch, City of Beverly Hills



**CITY OF
WEST HOLLYWOOD**

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

TTY: For hearing impaired
(323) 848-6496

CITY COUNCIL

JOHN J. DURAN
Mayor

JOHN D'AMICO
Mayor Pro Tempore

JOHN HEILMAN
Councilmember

LINDSEY P. HORVATH
Councilmember

LAUREN MEISTER
Councilmember

July 11, 2018

General Resolutions Committee
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

**SUBJECT: 2018 CONFERENCE RESOLUTION TO RESPOND TO THE
INCREASING VULNERABILITIES TO LOCAL MUNICIPAL AUTHORITY,
CONTROL AND REVENUE**

Dear Committee:

As a Councilmember of the City of West Hollywood, I support the League of California Cities ("League") Annual Conference Resolution proposed by the City of Beverly Hills calling for the League to explore the preparation of a ballot measure and/or constitutional amendment that would provide the state's voters an opportunity to further strengthen local authority and preserve the role of local democracy.

During the current 2017-2018 regular session of the California Legislature, legislators introduced several pieces of legislation that have attempted to erode local control. Whether this was Senate Bill (SB) 649 (Hueso) Wireless Telecommunications Facilities, or more recently SB 827 (Wiener) Planning and Zoning: Transit-Rich Housing Bonus, which was defeated in Committee, legislators continue to introduce proposals that impinge on the ability of local governments to self-determine.

Another good example of how the Legislature takes actions that are detrimental to local governments' control is the legislative compromise between the Legislature and beverages' manufacturers who agreed to withdraw their ballot initiative in exchange for the approval of Assembly Bill (AB) 1838 (Committee on Budget): Local government: taxation: prohibition: groceries, (Chapter 61, Statutes of 2016). As you know, AB 1838 basically prohibited the adoption of a local "soda tax" by any municipality for the next twelve years.





CITY OF
WEST HOLLYWOOD

General Resolutions Committee
League of California Cities
July 11, 2018
Page two of two

These incursions into local control by the Legislature, and powerful interest groups, should be prohibited in areas where it is unwarranted and does not best serve the unique communities that make up the state of California.

The passage of the proposed resolution by the City of Beverly Hills would provide direction to the League to pursue a ballot measure and/or constitutional amendment that would strengthen local democracy and authority. For these reasons I strongly support this resolution.

Sincerely,

Lauren Meister,
Councilmember

cc: Vice Mayor John Mirisch, City of Beverly Hills



LETTERS OF CONCURRENCE

Resolution No. 2

Repeal Preemption of Regulating Pesticides



"Gateway to the Santa Monica Mountains National Recreation Area"

July 10, 2018

The Honorable Rich Garbarino
League of California Cities
1400 K Street
Sacramento, CA 95814

Re: RESOLUTION OF LEAGUE OF CALIFORNIA CITIES DECLARING ITS
CONTRACT TO SUPPORT THE REPEAL OF PREEMPTION IN
CALIFORNIA FOOD AND AGRICULTURE CODE §11501.1 THAT
PREVENTS LOCAL GOVERNMENTS FROM REGULATING PESTICIDES

Dear President Garbarino:

The City of Agoura Hills supports the proposed above referenced resolution that supports the repeal of preemption in California Food and Agriculture Code §11501.1 that prevents local Governments from regulating pesticides.

Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on September 14, 2018.

As the gateway to the Santa Monica Mountains we have been witness to the harmful effects of anticoagulant rodenticides on wildlife in our community, and surrounding areas.

For this reason, the City of Agoura Hills is supportive of this resolution, and requests the league's support.

Sincerely,

WILLIAM D. KOEHLER
Mayor - City of Agoura Hills

cc: Ms. Meg Desmond - mdesmond@cacities.org
Ms. Mary Linden - mlinden@malibucity.org
Mr. Greg Ramirez - gramirez@ci.agoura-hills.ca.us



CITY *of* CALABASAS

FRED GAINES
Mayor

July 9, 2018

ORIGINAL BY U.S. MAIL

VIA EMAIL mdesmond@cacities.org

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, CA 95814

Re: RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES DECLARING ITS
COMMITMENT TO SUPPORT THE REPEAL OF PREEMPTION IN CALIFORNIA
FOOD AND AGRICULTURE CODE §11501.1 THAT PREVENTS LOCAL
GOVERNMENTS FROM REGULATING PESTICIDES

Dear President Garbarino:

The City of Calabasas supports the proposed resolution to support the repeal of the preemption clause in California Food and Agriculture Code Section 11501.1 regarding pesticide use and regulation so that each city in the State of California is able to decide how to regulate pesticides within their own jurisdiction to adequately address local concerns.

Accordingly, we concur in the submission by the City of Malibu of the above-referenced resolution for consideration by the League of Cities General Assembly at its annual meeting on September 14, 2018.

The City of Calabasas has identified the devastating effect of anticoagulant rodenticides on wildlife in our community and on the ecosystem in our native Santa Monica Mountains. While our City has adopted resolutions and implemented programs to discourage the use of the pesticides by our residents and businesses, we are limited by State law from taking more effective actions.

100 Civic Center Way
Calabasas, CA 91302
(818) 224-1600
Fax (818) 241-7324



The Honorable Rich Garbarino, President
League of California Cities
July 9, 2018
Page 2

The City of Calabasas is in strong support of providing cities across the State of California with the authority to regulate pesticides based on local concerns in the communities and supports the proposed Resolution.

Sincerely,


Fred Gaines
Mayor

cc: Mary Linden (MLinden@malibucity.org)



July 13, 2018

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: A Resolution of the League of California Cities Declaring Its Commitment to Support the
Repeal of Preemption in California Food and Agriculture Code § 11501.1 That Prevents
Local Governments from Regulating Pesticides

Dear President Garbarino:

Anticoagulant rodenticides poison unintended targets, including predator wildlife in California and pets that ingest the products. These poisons cause painful, internal hemorrhaging in non-target animals. In addition, approximately 10,000 children under the age of six are accidentally poisoned each year nationwide.

The California Department of Pesticide Regulation banned the consumer purchase and use of second-generation anticoagulant rodenticides in July 2014. Despite collecting data for almost four years after this ban, the Department of Fish and Wildlife found no evidence supporting a decrease in poisonings by anticoagulant rodenticides due to this partial restriction of the supply.

Currently, State law preempts general law cities from regulating the use of pesticides, including anticoagulant rodenticides. In my official capacity as a city councilmember I support the proposed resolution to repeal the preemptive clause in California Food and Agriculture Code Section 11501.1 to provide cities across the state of California with the authority to regulate pesticides based on the local concerns in their communities. The State of California should provide cities with the authority to regulate the use of pesticides in their own jurisdictions based on their own individual local needs.

I concur with the submission of this resolution at the League of California Cities General Assembly at its annual meeting in Long Beach on September 14, 2018.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brett Lee", with a stylized flourish at the end.

Brett Lee
Mayor Pro Tem

July 5, 2018

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES DECLARING ITS COMMITMENT TO
SUPPORT THE REPEAL OF PREEMPTION IN CALIFORNIA FOOD AND AGRICULTURE CODE §
11501.1 THAT PREVENTS LOCAL GOVERNMENTS FROM REGULATING PESTICIDES

Dear President Garbarino,

Anticoagulant rodenticides are products that are poisoning 80% to 90% of predator wildlife in our cities and throughout California. These poisons cause painful, internal hemorrhaging in non-target animals - including pets - that ingest the products either directly or from consuming poisoned rodents. In addition, approximately 10,000 children under the age of six are accidentally poisoned each year nationwide.

My own mother lost a dearly loved pet dog, who was poisoned when it ate a poisoned rat!

The California Department of Pesticide Regulation banned the consumer purchase and use of second-generation anticoagulant rodenticides in July 2014. Despite collecting data for almost four years after this ban, the Department of Fish and Wildlife found no evidence supporting a decrease in poisonings by anticoagulant rodenticides due to this partial restriction of the supply.

State law now preempts general law cities from regulating the use of pesticides, including anticoagulant rodenticides. I support the proposed resolution to repeal the preemptive clause in California Food and Agriculture Code Section 11501.1 to provide cities across the state of California with the authority to regulate pesticides based on the local concerns in their communities. The State of California should provide cities with the authority to regulate the use of pesticides in their own jurisdictions based on their own individual local needs.

I concur with the submission of this resolution at the League of California Cities General Assembly at its annual meeting in Long Beach on September 14, 2018.

Sincerely,

Catherine Carlton

Environmental Committee Vice Chair for the League of California Cities



CITY OF MOORPARK

799 Moorpark Avenue, Moorpark, California 93021
Main City Phone Number (805) 517-6200 | Fax (805) 532-2205 | moorpark@moorparkca.gov

July 12, 2018

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, CA 95814

**RE: RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES DECLARING ITS
COMMITMENT TO SUPPORT THE REPEAL OF PREEMPTION IN CALIFORNIA
FOOD AND AGRICULTURE CODE § 11501.1 THAT PREVENTS LOCAL
GOVERNMENTS FROM REGULATING PESTICIDES**

Dear President Garbarino:

The City of Moorpark supports the above referenced resolution being brought to a vote at the upcoming League of California Cities Conference on September 14, 2018.

As a community surrounded by the beauty of the Santa Monica Mountains and its wildlife, the City adopted a resolution in 2013 urging Moorpark residents and businesses to not use anticoagulant rodenticides in Moorpark. In 2014, the City applauded passage of AB 2657, which removed many second generation anticoagulant rodenticides from the state.

However, as we are all unfortunately aware, scientific research continues to find anticoagulant rodenticides in non-target animals, including the natural predators that help regulate rodent populations and endangered species throughout California. Accordingly, the City has supported subsequent legislative proposals to ban all anticoagulant rodenticides statewide, including AB 2422, which is currently stalled in the state legislature.

The City further believes that local governments should have the opportunity to regulate pesticide usage within their jurisdictions if the communities they represent desire to do so. Therefore, the City supports the above referenced resolution being brought to a vote.

Yours truly,

Janice Parvin
Mayor

JANICE S. PARVIN
Mayor

ROSEANN MIKOS, Ph.D.
Councilmember

DAVID POLLOCK
Councilmember

KEN SIMONS
Councilmember

MARK VAN DAM
Councilmember

Resolution of the League of California Cities re: Anticoagulant Rodenticides
Page 2

cc: City Council
City Manager
Assistant City Manager
Assistant to the City Manager
League of California Cities, Meg Desmond (mdesmond@cacities.org)
City of Malibu, Mary Linden (MLinden@malibucity.org)

Councilmember Suza Francina
City of Ojai
401 South Ventura Street, Ojai, CA 93023
Email: Suzaojaicitycouncil@gmail.com
Cell: 805 603 8635

July 9, 2018

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: A RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES DECLARING ITS
COMMITMENT TO SUPPORT THE REPEAL OF PREEMPTION IN CALIFORNIA
FOOD AND AGRICULTURE CODE § 11501.1 THAT PREVENTS LOCAL
GOVERNMENTS FROM REGULATING PESTICIDES

Dear President Garbarino,

Anticoagulant rodenticides are products that are poisoning 80 to 90% of predator wildlife in California. These poisons cause painful, internal hemorrhaging in non-target animals including pets that ingest the products either directly or from consuming poisoned rodents. In addition, approximately 10,000 children under the age of six are accidentally poisoned each year nationwide.

The California Department of Pesticide Regulation banned the consumer purchase and use of second-generation anticoagulant rodenticides in July 2014. Despite collecting data for almost four years after this ban, the Department of Fish and Wildlife found no evidence supporting a decrease in poisonings by anticoagulant rodenticides due to this partial restriction of the supply.

Currently, State law preempts general law cities from regulating the use of pesticides, including anticoagulant rodenticides. In my official capacity as a city councilmember I support the proposed resolution to repeal the preemptive clause in California Food and Agriculture Code Section 11501.1 to provide cities across the state of California with the authority to regulate pesticides based on the local concerns in their communities. The State of California should provide cities with the authority to regulate the use of pesticides in their own jurisdictions based on their own individual local needs.

I concur with the submission of this resolution at the League of California Cities General Assembly at its annual meeting in Long Beach on September 14, 2018.

Sincerely,
Suza Francina
Councilmember, City of Ojai

July 12, 2018

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: A RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES DECLARING ITS
COMMITMENT TO SUPPORT THE REPEAL OF PREEMPTION IN CALIFORNIA
FOOD AND AGRICULTURE CODE § 11501.1 THAT PREVENTS LOCAL
GOVERNMENTS FROM REGULATING PESTICIDES

Dear President Garbarino,

I write as one council member of the City of Oxnard regarding the state law that preempts general law cities such as ours from regulating the use of pesticides. Our city is heavily impacted with environmental burdens associated with pesticide use as well as other industrial toxins, which affect the health of the people, wildlife and our environment. Oxnard residents are requesting that the use of pesticides in our public spaces be curtailed and restricted. This would include anticoagulant rodenticides, products that are poisoning 80 to 90% of predator wildlife in California. These poisons cause painful, internal hemorrhaging in non-target animals including pets that ingest the products either directly or from consuming poisoned rodents. In addition, approximately 10,000 children under the age of six are accidentally poisoned each year nationwide.

The California Department of Pesticide Regulation banned the consumer purchase and use of second-generation anticoagulant rodenticides in July 2014. Despite collecting data for almost four years after this ban, the Department of Fish and Wildlife found no evidence supporting a decrease in poisonings by anticoagulant rodenticides due to this partial restriction of the supply.

Currently, State law preempts general law cities from regulating the use of pesticides, including anticoagulant rodenticides. In my official capacity as a city councilmember I support the proposed resolution to repeal the preemptive clause in California Food and Agriculture Code Section 11501.1 to provide cities across the state of California with the authority to regulate pesticides based on the local concerns in their communities. The State of California should provide cities with the authority to regulate the use of pesticides in their own jurisdictions based on their own individual local needs.

Letter to President Garbarino
July 12, 2018
Page two

I concur with the submission of this resolution at the League of California Cities
General Assembly at its annual meeting in Long Beach on September 14, 2018.
Thank you very much for your attention to this.

Sincerely,

A handwritten signature in black ink that reads "Carmen Ramirez". The signature is written in a cursive, flowing style.

Carmen Ramirez



Bay Front. Home Front. Out Front.

July 6, 2018

The Honorable Rich Garbarino
President, League of California Cities
1400 K Street
Sacramento, California 95814

Re: In Support to Repeal the Preemption in California Food and Agriculture Code § 11501.1 that
Prevents Local Governments from regulating pesticides

Dear President Garbarino,

Anticoagulant rodenticides poison 80% to 90% of predator wildlife in California. These poisons cause painful, internal hemorrhaging in non-target animals including pets that ingest the products either directly or from consuming poisoned rodents. In addition, approximately 10,000 children under the age of six are accidentally poisoned each year nationwide.

The California Department of Pesticide Regulation banned the consumer purchase and use of second-generation anticoagulant rodenticides in July 2014. Currently, State law preempts general law cities from regulating the use of pesticides, including anticoagulant rodenticides, which has minimized the impact of the State's ban. Despite collecting data for almost four years, the Department of Fish and Wildlife found no evidence supporting a decrease in poisonings by anticoagulant rodenticides due to the partial restriction of the supply.

As a member of the League of California Cities' Environmental Quality Policy Committee, I support the proposed resolution to repeal the preemptive clause in California Food and Agriculture Code Section 11501.1 to provide cities across the state of California with the authority to regulate pesticides based on the local concerns in their communities. The State of California should provide cities with the authority to regulate the use of pesticides in their own jurisdictions based on their own individual local needs.

I concur with the submission of this resolution at the League of California Cities General Assembly at its annual meeting in Long Beach on September 14, 2018.

Sincerely,

Mayor Tom Butt
Richmond, California



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

TTY: For hearing impaired
(323) 848-6496

CITY COUNCIL

JOHN J. DURAN
Mayor

JOHN D'AMICO
Mayor Pro Tempore

JOHN HEILMAN
Councilmember

LINDSEY P. HORVATH
Councilmember

LAUREN MEISTER
Councilmember

July 13, 2018

The Honorable Rich Garbarino, President
League of California Cities
1400 K Street
Sacramento, CA 95814

RE: A Resolution of the League of California Cities Declaring its Commitment to
Support the Repeal of Preemption in California Food and Agriculture
Code § 11501.1 that Prevents Local Governments from Regulating Pesticides

Dear President Garbarino,

I am writing to express my support for the above-mentioned resolution to repeal the preemptive clause in California Food and Agriculture Code Section 11501.1 in order to give cities across California the authority to regulate and/or prohibit the use of pesticides in their local communities. I concur with the submission of the proposed resolution to the League of California Cities General Assembly annual meeting on September 14, 2018.

Granting local governments the ability to self-regulate pesticide use better enables cities to protect the health and safety of the public, animals, and the environment. Given that no two cities are identical, local governments must have the power to take a systematic approach to pesticide use and regulation that fits the specific needs of their city. Repealing this section of the code will provide cities the opportunity to act in the best interest of their jurisdiction to set a standard of regulation that offers comprehensive protection, better formulated to protect a community's individual needs.

The City of West Hollywood is in strong support of environmentally-sensitive pest management practices that minimize risk to people, companion and wild animals, resources, and the environment. As the proposed resolution explains, anticoagulant rodenticides have devastating effects on wildlife. The City of West Hollywood has implemented an Integrated Pest Management Program that supports environmentally-sensitive pest management while protecting the health and safety of the public. This policy is in compliance with the State and Federal regulations while catering to and prioritizing the needs of the City of West Hollywood.

Sincerely,

Lindsey Horvath
Councilmember

cc: Meg Desmond, League of CA Cities
Councilmember Laura Z. Rosenthal, City of Malibu
Elizabeth Shavelson, Assistant to the City Manager, City of Malibu
Mary Linden, Executive Assistant, City of Malibu

