City of St. Helena
Regular City Council Meeting
Tuesday, March 22, 2022 @ 6:00 PM

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.

This meeting will be conducted pursuant to the provisions of Government Code Section 54953 (as amended by AB 361) which authorizes teleconferenced meetings under the Brown Act during certain proclaimed States of Emergency. The Governor of California proclaimed a State of Emergency related to COVID-19 on March 4, 2020. This teleconferenced meeting is necessary so that the City can conduct essential business and is permitted under Government Code 54953 in order to protect public health and safety of attendees.

Consistent with Government Code Section 54953, this City Council Meeting will be held via teleconference only, and will not be physically open to the public. City Council members and staff will teleconference into the meeting by audio and/or video. The meeting will be conducted via Zoom Webinar.

The City Council meeting will be live-streamed on Comcast Channel 28 and on the City's website, barring technical difficulties. Those members of the public wishing to participate must do so remotely via Zoom electronic meetings in the following ways; by either logging onto the Zoom link located on the meeting agenda (please download the app to your computer or mobile device) and enter the meeting ID or by calling a listed number and enter the meeting ID. Public comment for City Council meetings will be accepted via email to publiccomment@cityofsthelena.org. All public comments must be emailed by 4:00 PM prior to the meeting. Emailed public comments will not be read out loud but will be publicly available and attached to the on-line City Council agenda.

NEW FEATURE FOR ALTERNATIVE PUBLIC COMMENT VIA TELEPHONE BY RESERVATION
If you would like to provide comments via telephone (not using Zoom) during the Council meeting, you can request a reservation from the City Clerk prior to 12:00 p.m. on the meeting day. The reservation request may be submitted to the City Clerk by emailing publiccomment@cityofsthelena.org, or by calling (707) 968-2752. When submitting the request, please identify your name, your telephone number (including the area code first), and the agenda item number you would like to comment on. During the Council meeting, a representative from the City Clerk's Office will call you when public comment is called for the requested item. You will then be able to provide your comments to the Council via telephone.

Please see the end of the agenda for detailed PUBLIC PARTICIPATION instructions.

Spanish translation for this meeting will be offered. To access Spanish translation, you will need to join the meeting using the Zoom app from a computer, iPad or iPhone. You will see an icon on the screen that will allow you to choose Spanish translation. To learn how to use Zoom, please see the instructions below.

Please click the link below to join the meeting:
https://us02web.zoom.us/j/84908727709
Or One tap mobile :
US: +16699006833,,84908727709# or +13462487799,,84908727709#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099
Meeting ID: 849 0872 7709
International numbers available: https://us02web.zoom.us/u/kWROjiKL

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Esta reunión será realizada conforme a las provisiones del Código de Gobierno Sección 54953 (modificada por AB 361) la cual autoriza las reuniones de teleconferencia bajo el Acta Brown durante ciertos Estados de Emergencia. El gobernador de California proclamó Estado de Emergencia relacionado con el COVID-19 el 4 de marzo del 2020. Esta reunión por teleconferencia es necesaria para que la Ciudad pueda realizar deberes esenciales y es permitido bajo el Código de Gobierno 54953 en orden de proteger la salud pública y seguridad de los asistentes.

Consistente con el Código de Gobierno Sección 54953, esta reunión del Consejo de la Cuidad será realizada vía teleconferencia y no será físicamente abierta al público. Miembros del Consejo de la Cuidad y personal atenderán la reunión por audio y/ o video. La reunión será transmitida vía Zoom.

La reunión del Consejo de la Cuidad se transmitirá en vivo por el Canal 28 de Comcast y en el sitio web de la Ciudad, salvo dificultades técnicas. Aquellos miembros del público que deseen participar deben hacerlo de forma virtual a través de las reuniones electrónicas de Zoom de las siguientes maneras; iniciando sesión en el enlace Zoom ubicado en la agenda de la reunión (descargue la aplicación en su computadora o dispositivo móvil) e ingrese el ID de la reunión o llamando al número ubicado en la agenda e ingrese el ID de la reunión. Se aceptarán comentarios públicos para la reunión del Consejo de la Cuidad por correo electrónico a publiccomment@cityofsthelena.org. Todos los comentarios públicos se harán públicos y se adjuntarán a la agenda, pero no se leerán en voz alta. Todos los comentarios públicos que se reciban después de las 4:00 PM se adjuntarán a la agenda del Consejo de la Cuidad al día siguiente.

Consulte el final de la agenda para obtener instrucciones detalladas de PARTICIPACIÓN PÚBLICA.

Se ofrecerá traducción al español para esta reunión. Para acceder a la traducción al español, deberá unirse a la reunión utilizando la aplicación Zoom desde una computadora, iPad o iPhone. Verá un icono en la pantalla que le permitirá elegir la traducción al español. Para aprender como utilizar Zoom, consulte las instrucciones a continuación.

Habrá traducción en español durante la junta
Haga clic en el enlace a continuación para participar en la reunión:
https://us02web.zoom.us/j/84908727709
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O por iPhone one-tap:
US: +16699006833,,84908727709# or +13462487799,,84908727709#
O por Teléfono: Marque(para mejor calidad, marque número basado en su ubicaciónactual):
US: +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799
ID de la Reunión: ID:849 0872 7709
International numbers available: https://us02web.zoom.us/u/kWROjiKL

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1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

Estimated start time: 6:02 p.m.

3. ADOPTION OF THE AGENDA

Estimated start time: 6:05 p.m.

4. ROLL CALL
Mayor: Geoff Ellsworth, Vice Mayor: Paul Dohring, City Council Members: Anna Chouteau, Eric Hall and Lester Hardy

Estimated start time: 6:08 p.m.

5. 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 Council Members for clarifications may be posed and answered, and Council Members 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.

Estimated start time: 6:10 p.m.

5.1. Public Comment.LC Arisman 17 - 18

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

Estimated start time: 6:20 p.m.

7. PRESENTATIONS AND PUBLIC RECOGNITIONS

7.1. National Library Week Proclamation presented to St. Helena Library Staff Lynne Albrecht , Mariah McGuire and Cecilia Raffo 19

Estimated start time: 6:30 p.m.

National-Library-Week Proclamation 2022

7.2. One Bay Area Grant Cycle 2 (OBAG 2) Program to Address the Calistoga to St. Helena Vine Trail Funding Shortfall Presentation by Kate Miller, NVTA Executive Director — 21 - 22

Estimated start time: 6:40 p.m.

Attachment

8. STAFF BRIEFING

8.1. None

9. YOUTH REPRESENTATIVE BRIEFING

9.1. None

10. 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)

Estimated start time: 7:00 p.m.

10.1. Consideration and proposed approval of Regular Meeting Minutes of March 8, 2022 — 23 - 28

CEQA Determination: Not a CEQA project
Prepared By: Cindy Tzafopoulos, City Clerk
Recommendation:
Approve

03-08-2022 Regular City Council - Minutes

10.2. Conduct a Second Reading and Proposed Approval of an Ordinance Adding Chapter 2.76 to Title 2 of the St. Helena Municipal Code Relating to Electronic and Paperless Filing of Campaign Disclosure Statements — 29 - 34

CEQA Determination: Not a CEQA project
Prepared By: Cindy Tzafopoulos, City Clerk
Recommendation:
Introduce first reading and approve by title only and waive further reading.

Staff Report - Pdf

10.3. February 2022 Review and Forecasting of City Water Supply Availability — 35 - 39

CEQA Determination: Exempt
Prepared By: Martin Beltran, Management Analyst
Recommendation:
Receive and file.

Staff Report - Pdf

10.4. Adoption of Resolution Making Findings and Determinations under AB 361 for the Continuation of Virtual Meetings. — 41 - 45

CEQA Determination: Not a CEQA project
Prepared By: Ethan Walsh, City Attorney
Recommendation:
Approve the Attached Resolution Making Findings and Determinations Under AB 361.

Staff Report - Pdf

11. PUBLIC HEARINGS

11.1. Ordinance Adding Chapter 17.138 "Time Share Uses" and Sections 17.138.060 to Title 17, Zoning of the St. Helena Municipal Code, amending sections 17.48.030 (Central Business) and 17.52.030 (Service Commercial) and Deleting Section 17.112.130 of the St. Helena Municipal Code 47 - 133

Estimated start time: 7:05 p.m.

CEQA Determination: Exempt
Prepared By: Ethan Walsh, City Attorney
Recommendation:
Staff recommends that the City Council introduce by title only and waive further reading of an Ordinance Adding Chapter 17.138 "Time Share Uses" and Sections 17.138.010-17.138.060 to Title 17, Zoning, of the St. Helena Municipal Code, amending sections 17.48 (Central Business) and 17.52 (Service Commercial) and Deleting Section 17.112.130 of the St. Helena Municipal Code.

Staff Report - Pdf
Public Comment.Richard Seiferheld
Public Comment.Clare Barr
Public Comment.Ester Akersloot
Public Comment.Mariam Hansen
Public Comment.Susan McWilliams
Public Comment.Patrick Kenealy
Public Comment.Pat Smidores
Public Comment.M.K.Sims
Public Comment.Philip Norfleet
Public Comment.Rita & Chris Hellewell
Public Comment.Connie Wilson
Public Comment.Leslie Stanton
Public Comment.Nancy Dervin
Public Comment.Alston & Adrian Hayne
Public Comment.Ben Weakley
Public Comment.Colin Wright
Public Comment.Jacqueline Hilger-Rolfe PhD
Public Comment.Mark Schneidman, GRI
Public Comment.Nancy Parrish Brandl
Public Comment.Sherri Kelly
Public Comment.Beth Novak Milliken
Public Comment.Chris Koch

Public Comment.Janis Watkin
Public Comment.Kelly Brophy
Public Comment.Lynda Burton
Public Comment.Mary Ann Souza
Public Comment.Susan Kenward
Public Comment.Andrea Werlin

11.2. Consideration and proposed adoption of the following:

Adopt a resolution recommending that the City Council approve the Mitigated Negative Declaration / Mitigation Monitoring and Reporting Program for the project, make the required findings; and Adopt a resolution making specific findings and recommending City Council approve the proposed Mills Lane Storm Drain Improvements Project.

***This item was noticed to be heard at the November 9, 2021 regular City Council meeting and was subsequently continued to the December 14, 2021, January 11, 2022, January 25, 2022, February 8, 2022, February 22, 2022 and March 8, 2022 regular City Council meetings. This item is being continued again to the April 12, 2022 regular City Council meeting.**

12. OLD BUSINESS

12.1. Discussion and Consideration of Recommended Alignment of the Napa Valley Vine Trail Corridor Through the City of St. Helena (~~Staff report forthcoming~~ Provided 3-17-22) 135 - 399

Estimated start time: 7:35 p.m.

CEQA Determination: Not a CEQA project
Prepared By: Preya Nixon, Asst. to the City Manager
Recommendation:
Discussion and Consideration of a Preferred Alignment of the Napa Valley Vine Trail Corridor Through the City of St. Helena and Direction to Staff to Communicate Result of Consideration With Napa County and the Napa Valley Vine Trail Coalition.

Staff Report - Pdf
Public Comment.Andrew Brooks
Public Comment.chuck sheldon
Public Comment.Dr. Jacqueline Hilger-Rolfe and Dr. Mark Rolfe
Public Comment.Lee Phillipson
Public Comment.Pat Kenealy
Public Comment.Susan Larsen
Public Comment.Terra Sampson
Public Comment.Tom Pickering
Public Comment.Mike Nieman
Public Comment.Chuck McMinn
Public Comment.Jodie Nieman
Public Comment.Philip Norfleet
Public Comment.Jim and Lili King

Public Comment.Clare and Doug Barr
Public Comment.Colleen Buckley
Public Comment.Dan Lynch
Public Comment.Garen K. Staglin
Public Comment.Kim Phinney
Public Comment.Pat Dell
Public Comment.Rick and Elaine Jones
Public Comment.David Meyers
Public Comment.David Wight
Public Comment.Fritz Hatton
Public Comment.Jim Gamble
Public Comment.Kara Vernor
Public Comment.Kimberly Meredith
Public Comment.Leslie Stanton Pic
Public Comment.Leslie Stanton
Public Comment.Matthew Francois
Public Comment.Nancy Dervin
Public Comment.Paul De Martini
Public Comment.Charlie Crocker
Public Comment.Barbara Nemko
Public Comment.Grace Kistner
Public Comment.Jack Oliver
Public Comment.Jenifer Krenz
Public Comment.Latife Hayson
Public Comment.Pim and Maryam Dubbeldam
Public Comment.Steven Kinney
Public Comment.Christopher Cole
Public Comment.Friends of the Napa River, Inc.
Public Comment.Gary Fisch
Public Comment.Kellie Macway
Public Comment.Ron Arata
Public Comment.Tom Belt
Public Comment.Valerie Presten
City Attorney Responses to March 21 2022 Safeway Letter FINAL-c1
Public comment.Pam Smithers
Public comment.Paul Pelosi

13. NEW BUSINESS

13.1. Consideration and recommended approval of: 401 - 489

1. Resolution approving a Professional Services Agreement with Raftelis Financial Consultants to provide services associated with a Water and Wastewater Rate Study for a total not to exceed amount of $146,310 and a budget increase to 561-43-00-21-45 in the amount of $73,155 utilizing water enterprise fund balance and a budget increase to 571-43-00-21-45 in the amount of $73,155 utilizing wastewater enterprise fund balance; and
2. Provide preliminary direction on rate study approach

Estimated start time: 8:35 p.m.

CEQA Determination: Not a CEQA project
Prepared By: Mandy Kellogg, Asst. Administrative Services Director
Recommendation:
Adopt the attached resolution and provide preliminary Council direction on certain aspects of the rate study approach.

Staff Report - Pdf

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

14.1.

April City Council Meetings: **4/12 (Staff reports due 3/25)** **4/26 (Staff reports due 4/8)**
Presentation
4/12 2022 Sexual Assault Awareness Month Proclamation
4/26 Healthcare workers Proclamation
5/10 May as Preservation Month
CONSENT:
4/12 PSA with Artemis Habitat for Invasive Species Management for the Upper York Creek
4/12 Award of Contract for MarinIT for IT improvements at the NVC
4/26 Quarterly Grant Report FY22 3RD Quarter
PH or OLD / NEW BUSINESS:
4/12 Review and Feedback of Scope for new Diversity, Equity and Inclusion Committee
4/12 Consideration and Proposed Approval of a Resolution adding a Utility Manager Position to Oversee both Water and Wastewater Operation Plants Public Works - Water/Wastewater Treatment Plants
OB 4/12 Water Penalty Discussion
OB 4/12 Financial Policy Update
4/26 formula business policy

15. ADJOURNMENT

The next Regular City Council meeting is scheduled for April 12, 2022, at 6:00 p.m.

I do hereby certify that a copy of the foregoing agenda was posted on the City website on March 16, 2022.

Cindy Tzafopoulos

Cindy Tzafopoulos, 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 1572 Railroad Avenue, St. Helena, California, during normal business hours and by appointment. 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.

THE CITY OF ST. HELENA ENCOURAGES ONLINE PUBLIC PARTICIPATION IN VIRTUAL CITY COUNCIL MEETINGS

St. Helena, CA– The City of St. Helena is committed to public participation in City government in a manner that is consistent with guidance provided by the Napa County Public Health Official and AB361. These guidelines relate to social distancing, and are intended to protect everyone by limiting the spread of COVID-19 in our community. In adherence to these guidelines, the St. Helena City Council will host a Virtual Council Meeting on Zoom; a free teleconferencing tool that enables users to watch and/or call into the meeting from their computers or phones. This meeting will be open to public and allows for live public comment. The meeting will also be recorded, livestreamed, and posted on the City's website after the adjournment of the meeting if technical difficulties occur: https://sthelena.civicweb.net/Portal/

The ZOOM web link, meeting ID, and phone number will be listed at the top of the City Council Meeting Agenda. You will be required to enter the meeting ID, but there will be no password or participant ID.

How to Watch or Listen to Council Meetings:

1. Watch on Comcast Channel 28
2. Watch the livestreaming video on the City's website
3. Watch and Listen on Zoom.us by clicking on the link in the Council Agenda
4. Listen only by calling the Zoom number listed on the Council Agenda

Watch Council Meeting by Joining the Zoom Meeting:

1. **By Computer, Tablet, or Smart Phone:**

1. Before joining the virtual City Council Meeting, it is highly encouraged that you download the Zoom App. To sign up for your own free account, visit zoom.us/signup and enter your email address. You will receive an email from Zoom (no-reply@zoom.us). In this email, click Activate Account.
2. If you are logged into your account, Enter the **Meeting ID** listed on the City Council Agenda. If you have not created an account go to: https://zoom.us/join and enter the **Meeting ID**
3. Select if you would like to connect audio and/or video and tap **Join Meeting**.
4. For specific instructions for your device, go to: https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting

1. **Listen Only by Telephone:**

1. **Dial** the number listed on the Council Agenda.
2. At the prompt, enter the **Meeting ID** provided on the top of the City Council Meeting Agenda and **Press #. A participate ID is not required.**
3. To disconnect from the meeting, hang up the phone.

Ways to Provide Public Comment:

While attending the virtual City Council Meeting, the public will have the opportunity to provide live public comment during Public Forum and after each agenda item. When it is the appropriate time for public comment the Mayor will verbally open public comment. At this time each individual is permitted 4 minutes to speak.

1. **Send a Public Comment in by 4:00 PM Prior to the Meeting to:** publiccomment@cityofsthelena.org

The easiest way to provide public comment is to email your public comment. Public comments may be emailed to publiccomment@cityofsthelena.org. Please include in the subject line "COMMENT TO COUNCIL and the AGENDA ITEM". Any public comment is required to be submitted no later than 2 hours before the scheduled meeting and will be included as an attachment to the agenda. All public comments will be made publicly available and attached to the agenda item and will not be read out loud. All public comments that are received after 4:00 PM will be attached to the agenda the following day.

2. **Provide Comment through Zoom meeting from a computer, tablet, or smart phone**

This option allows the public to virtually attend the meeting as a muted 'attendee' with no video or screen sharing capabilities. You will be able to see and hear those participating in the meeting, but they will not be able to hear you until the host unmutes you.

If you wish to provide public comment during a specific agenda item or during public forum, you can use the **"raise hand"** feature located in the control panel at the bottom of your screen. The icon is a small blue hand. In Windows you can also use the Alt+Y keyboard shortcut to raise or lower your hand. In Mac you can also use the Option+Y keyboard shortcut to raise or lower your hand.

The host will be notified that you've raised your hand and you will be placed in a queue with all incoming requests.
When it is your turn to speak, you will be notified that the host has unmuted you. To be removed from the queue, just click the '**raise hand'** button again.

3. **Call in to the ZOOM meeting from a cell phone or landline phone only**
This option allows the member of the public with the opportunity to verbally participate in public comment.

If you wish to speak during public comment time dial ***9** on your telephone.

The host will be notified that you would like to speak and you will be placed in a queue with all incoming requests.

When it is your turn to speak, you will be notified that the host has unmuted you. You may press ***9** again if you wish to be removed from the queue.

You will be notified at the end of your statement that you have been muted.

4. **Alternative Public Comment Via Telephone by Reservation**
If you would like to provide comments via telephone (not using Zoom) during the Council meeting, you can request a reservation from the City Clerk prior to 12:00 p.m. on the meeting day. The reservation request may be submitted to the City Clerk by emailing publiccomment@cityofsthelena.org, or by calling (707) 968-2752. When submitting the request, please identify your name, your telephone number (including the area code first), and the agenda item number you would like to comment on. During the Council meeting, a representative from the City Clerk's Office will call you when public comment is called for the requested item. You will then be able to provide your comments to the Council via telephone.

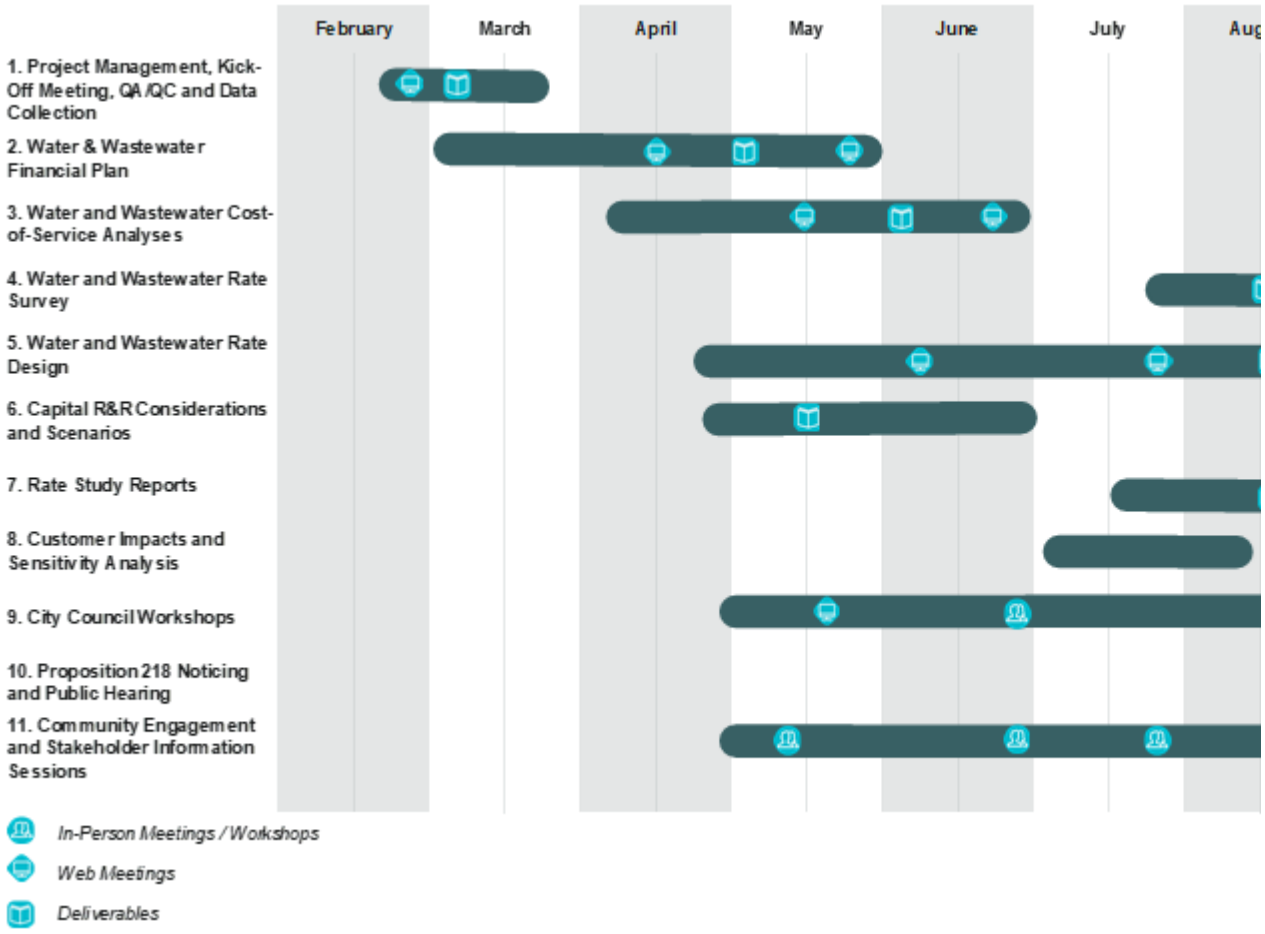
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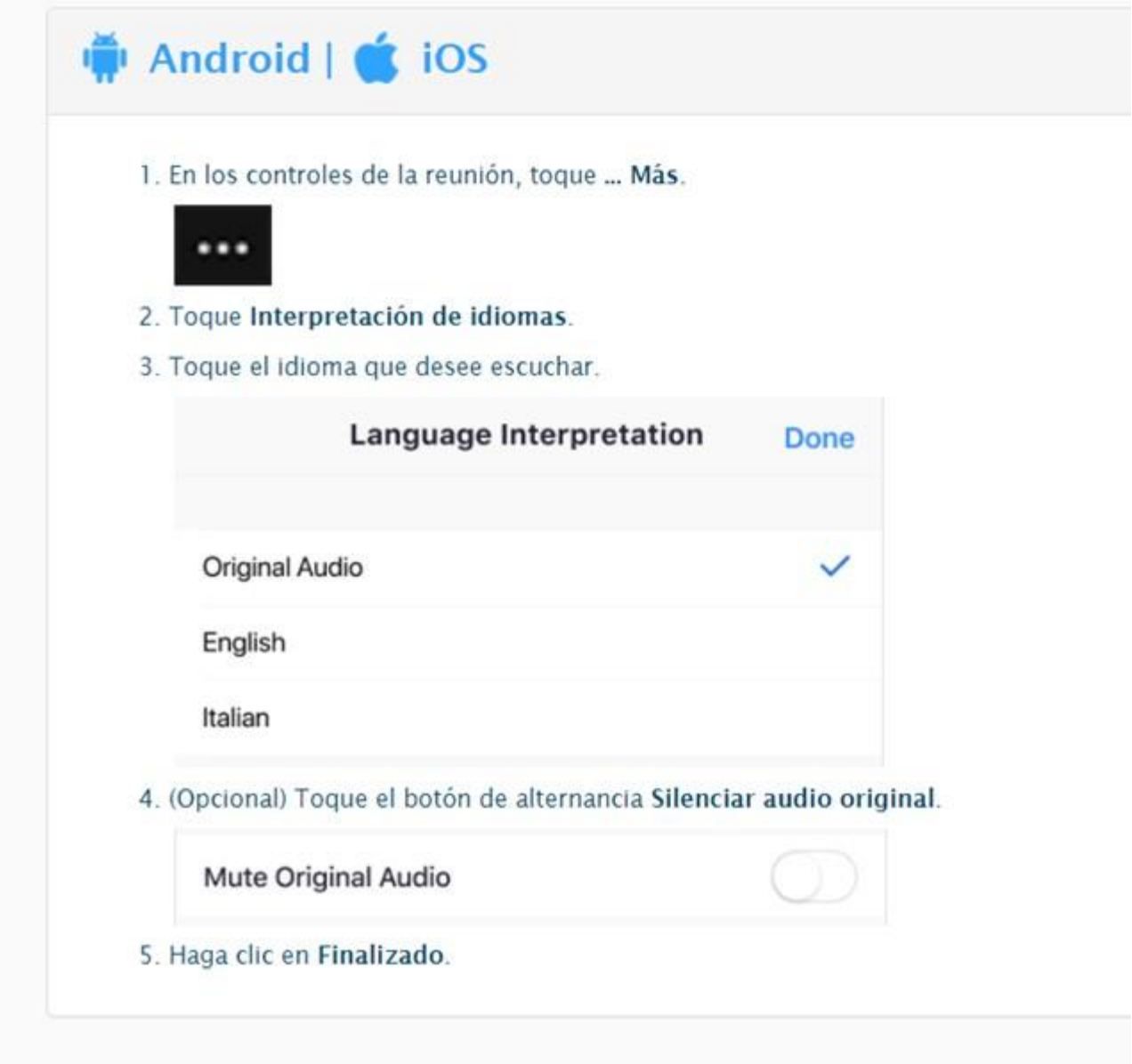
En cumplimiento de la Ley de Estadounidenses con Discapacidades, si necesita asistencia especial para participar en esta reunión, llame a la Oficina del Secretaría de la Ciudad (707) 967-2792. La notificación 72 horas antes de la reunión, como lo requiere la Sección 202 de la Ley de Estadounidenses con Discapacidades, permitirá a la Ciudad hacer arreglos razonables para garantizar la accesibilidad a esta reunión.

LA CIUDAD DE ST. HELENA ALIENTA LA PARTICIPACIÓN PÚBLICA EN LÍNEA EN REUNIONES VIRTUALES DEL CONSEJO DE LA CIUDAD

St. Helena, CA– La Ciudad de St. Helena está comprometida con la participación pública en el gobierno de la Ciudad de manera que sea consistente con la guía proporcionada por el Oficial de Salud Pública del Condado de Napa y la Orden Ejecutiva N-25-20 del Gobernador Newsom. Estas pautas se relacionan con el distanciamiento social y están destinadas a proteger a todos al limitar la propagación de COVID-19 en nuestra comunidad. En cumplimiento de estas pautas, el Ayuntamiento de St. Helena organizará una Reunión del Consejo Virtual sobre Zoom; Una herramienta de teleconferencia gratuita que permite a los usuarios mirar y / o llamar a la reunión desde sus computadoras o teléfonos. Esta reunión estará abierta al público y permite comentarios públicos en vivo. La reunión también se grabará, se transmitirá en vivo y se publicará en el sitio web de la Ciudad después de la clausura de la reunión si se presentan dificultades técnicas: https://sthelena.civicweb.net/Portal/
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El enlace web de ZOOM, la identificación de la reunión y el número de teléfono se enumerarán en la parte superior de la Agenda de la reunión del Ayuntamiento. Se le pedirá que ingrese la ID de la reunión, pero no habrá contraseña ni ID de participante.





Cómo ver o escuchar las reuniones del Consejo:

1. Veala a través del canal 28 de Comcast
2. Vea el video de transmisión en vivo en el sitio web de la ciudad
3. Mire y escuche en Zoom.us haciendo clic en el enlace en la Agenda del Consejo
4. Escuche llamando al número de Zoom listado en la Agenda del Consejo

Vea la reunión del Consejo uniéndose a la reunión Zoom:

1. **Por computadora, tableta o teléfono:**

a. Antes de unirse a la reunión virtual del Ayuntamiento, le recomendamos que descargue la aplicación Zoom. Para registrarse en su propia cuenta gratuita, visite zoom.us/signup e ingrese su dirección de correo electrónico. Recibirá un correo electrónico de Zoom (no-reply@zoom.us) . En este correo electrónico, haga clic en Activar cuenta.
b. Si ha iniciado sesión en su cuenta, ingrese la ID de la reunión que figura en la Agenda del Ayuntamiento. Si no ha creado una cuenta, vaya a: https://zoom.us/join e ingrese la ID de la reunión

c. Seleccione si desea conectar audio y / o video y toque Unirse a la reunión. re. Para obtener instrucciones específicas para su dispositivo, vaya a: https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting

2. **Escuche solo por teléfono:**

a. **Marque** el número que figura en la Agenda del Consejo.
b. Cuando se le solicite, ingrese la **ID de la reunión** provista en la parte superior de la Agenda de la reunión del Concejo Municipal **y presione #. No se requiere una identificación de participación.**
c. Para desconectarse de la reunión, cuelgue el teléfono

Formas de proporcionar comentarios públicos:
Mientras asiste a la reunión virtual del Ayuntamiento, el público tendrá la oportunidad de proporcionar comentarios públicos en vivo durante el Foro Público y después de cada tema de la agenda. Cuando sea el momento apropiado para comentarios públicos, el Alcalde abrirá verbalmente los comentarios públicos. En este momento, cada individuo tiene permitido 4 minutos parahablar.

1. Envíe un comentario público por adelantado a publiccomment@cityofsthelena.org
La forma más fácil de proporcionar comentarios públicos es enviar su comentario público por correo electrónico. Los comentarios públicos pueden enviarse por correo electrónico a publiccomment@cityofsthelena.org.Incluya en la línea de asunto "COMENTARIO AL CONSEJO y el PUNTO DEL PROGRAMA". Cualquier comentario público debe presentarse a más tardar 2 horas antes de la reunión programada y se incluirá como un archivo adjunto a la agenda. Todos los comentarios públicos se harán públicos y se adjuntarán al articulo de la agenda y no se leerán en voz alta. Todos los comentarios públicos que se reciban después de las 4:00 PM se adjuntarán a la agenda al día siguiente.

- 2. Proporcione comentarios a través de la reunión Zoom desde una computadora, tableta o teléfono inteligente

Esta opción permite que el público asista virtualmente a la reunión como un "asistente" silenciado sin capacidades de video o pantalla compartida. Podrá ver y escuchar a los participantes en la reunión, pero no podrán escucharlo hasta que el anfitrión de permisio.

Si desea proporcionar comentarios públicos durante un elemento específico de la agenda o durante un foro público, puede usar la función "levantar la mano" ubicada en el panel de control en la parte inferior de la pantalla. El icono es una pequeña mano azul. En Windows también puede usar el atajo de teclado Alt + Y para subir o bajar la mano. En Mac también puedes usar el atajo de teclado Alt + Y para subir o bajar lamano**.**

Se le notificará al anfitrión que ha levantado la mano y se lo colocará en fila con todas las solicitudes entrantes

Cuando sea su turno de hablar, se le notificará que el anfitrión le ha dado permiso de hablar. Para ser retirado de la fila, simplemente haga clic de nuevo el botón “levantar la mano”.

3. **Llame a la reunión de ZOOM desde un teléfono fijo o móvil solamente**

Esta opción le permite al miembro del público la oportunidad de participar verbalmente en comentarios públicos.

Si desea hablar durante el tiempo de comentarios públicos, marque * 9 en su teléfono.

Se le notificará al anfitrión que le gustaría hablar y se colocará en fila con todas las solicitudes entrantes.

Cuando sea su turno de hablar, se le notificará que el anfitrión le ha dado permiso de hablar. Puede presionar * 9 nuevamente si desea ser eliminado de la fila.

Cindy Tzafopoulos

From: LC Arisman <lcsmith805@gmail.com>
Sent: Saturday, March 19, 2022 9:23 AM
To: Public Comment
Subject: [External] Comment to Council Support for Safe Storage

Dear Mayor and City Council Members,

I am a volunteer with Moms Demand Action for Gun Sense in America which has a strong presence in Napa Valley. Moms Demand Action is a non-partisan grassroots organization made up of both non-gun owners and gun owners with the goal of reducing gun violence and improving gun safety for everyone. We believe the 2nd Amendment can be respected while simultaneously better protecting people through common sense gun legislation.

We request that St Helena adopt a Safe Storage Ordinance which would require all firearms in a residence be securely stored in a locked container or disabled with a trigger lock.

One small child dies almost every day in this country after finding an unsecured firearm in their own home or in a relative's home or while playing at a friend's house.

Two older children, particularly teens, die every day in this country by suicide from an unsecured firearm they obtain from their home or another family member's home.

In addition, 80% of school mass shootings are done by current or former students, using an unsecured firearm obtained from their own home or a relative's home.

A Safe Storage ordinance has become more urgent than ever during Covid, given the dramatic rise in gun sales.

We have seen a shocking 43% increase in unintentional deaths of small children and a 9% increase in teen suicides.

Research shows that keeping guns securely stored does NOT hinder self-protection- a gun can be accessed within seconds- but it DOES prevent unintentional deaths of children and teen suicides, by as much as 85% depending on the type of storage.

Storing firearms in a securely locked container can also prevent guns from being easily stolen in a home robbery. A DOJ- approved safe storage device can be obtained for as little as $40 so the cost is not at all prohibitive, and trigger locks are often given out free at police stations.

Some people are under the impression that the California Penal Code (25100) already addresses this issue but it definitely does not. It does not define how to safely store a firearm and it doesn't apply to all homes. For example, parents often hide their guns (feeling this makes them safe) rather than locking them up, but studies show 70% of children know the location of these hidden guns in their own home and many have even handled them.

Many cities and towns up and down California have already adopted Safe Storage ordinances. We hope that St Helena will do the same.

When considering the penalty for violating the Safe Storage Ordinance, Moms Demand Action supports a civil penalty, rather than a criminal penalty. We suggest a fine or community service.

This is because we feel people of color may be disproportionately affected by this law and we also think a criminal penalty is unnecessary. Most firearm owners are law abiding and will follow the law if it is simply in place.

We feel having this ordinance on the books will ultimately help to change our culture, much like the seat belt law did in the 1980's. Towns early on in the process of adopting safe storage ordinances did often adopt a criminal penalty – that is, a misdemeanor-- but more recent towns have adopted a civil only penalty. We therefore ask that if you move forward with this ordinance, that a civil penalty be adopted.

We, at Moms Demand Action, are very happy to provide you with any additional information or answer any questions you may have as you consider this request. We can also provide you with the ordinances that have passed in other nearby towns and can also meet with your police chief if you like.

All my best,
LC Arisman
Moms Demand Action Volunteer

Sent from my iPhone

CITY OF ST. HELENA

Proclamation Declaring National Library Week 2022

WHEREAS, libraries are accessible and inclusive places that foster a sense of connection and build community;

WHEREAS, libraries connect people to technology, providing access to broadband internet, computers, and training that are critical for accessing education and employment opportunities;

WHEREAS, libraries offer opportunities for everyone to connect with new ideas and become their best selves through access to multimedia content, programs, and classes – in addition to books;

WHEREAS, today's libraries and their services extend far beyond the four walls of a building and everyone is welcome to use their resources;

WHEREAS, in times of crisis, libraries and library professionals play an invaluable role in supporting their communities both in person and virtually;

WHEREAS, libraries strive to develop and maintain programs and collections that are as diverse as the populations they serve and ensure equity of access for all;

WHEREAS, to adapt to our changing world, libraries are expanding their resources and continuing to meet the needs of their patrons;

WHEREAS, libraries have long served as trusted and treasured institutions for all members of the community regardless of race, ethnicity, creed, ability, sexual orientation, gender identity, or socio-economic status;

WHEREAS, libraries are cornerstones of democracy, promoting the free exchange of information and ideas for all;

WHEREAS, libraries, librarians, and library workers are joining library supporters and advocates across the nation to celebrate National Library Week;

NOW, THEREFORE, be it resolved that I Geoff Ellsworth, Mayor of the City of St. Helena, along with my fellow council colleagues, of the City of St. Helena, proclaim National Library Week, April 3-9, 2022. During this week, I encourage all residents to connect with their library by visiting online or in person to access resources and services.

March 22, 2022

_____

Geoff Ellsworth, Mayor
City of St. Helena

March 16, 2022
NVTA Agenda Item 9.1
Continued From: New
Action Requested: APPROVE

NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: NVTA Board of Directors

FROM: Kate Miller, Executive Director

REPORT BY: Danielle Schmitz, Director, Capital Development and Planning
(707) 259-5968 / Email: dschmitz@nvta.ca.gov

SUBJECT: Resolution No. 17-06, Revised Amending the One Bay Area Grant Cycle 2 (OBAG 2) Program to Address the Calistoga to St. Helena Vine Trail Funding Shortfall

RECOMMENDATION

That the NVTA Board approve:

(1) Amend the One Bay Area Grant Cycle 2 (OBAG 2) Program to move $2.206 million Surface Transportation Program (STP) funds currently programmed to Green Island Road Class I and the St. Helena Main Street Improvements to the Calistoga to St. Helena Vine Trail project by adopting Resolution 17-06, Revised (Attachment 1);
(2) Committing $2.206 million in funding from the One Bay Area Grant Cycle 3 (OBAG 3) to Green Island Road Class I ($1 million) and St. Helena Main Street Pedestrian Improvements ($1.206 million)

COMMITTEE RECOMMENDATION

None

BACKGROUND

The Calistoga to St. Helena Vine Trail project is a 6-mile class 1 path that will connect the two cities as part of the Napa Valley Vine Trail's 47-mile ultimate alignment. The project team has already spent $4.1 million on preconstruction phases for the Calistoga to St. Helena segment. The construction need is $14.4 million. The funding secured to date is a mix of federal, state, and local funds, including $6.1 million in Active Transportation Program (ATP) funds. The project bid opening was held on February 3rd. The lowest responsive bidder was Ghilotti Construction with a bid of $12.585 million.

The cost to construct the project, including contingency, is expected to be $14.4 million leaving a $4.2 million shortfall from what has been secured to date ($10.2 million). Staff is proposing to backfill a portion of the shortfall by moving $2.206 million in OBAG 2 funds from the Green Island Road Class I and the St. Helena Main Street Pedestrian Improvements. The remaining $2 million is proposed to come from State Transportation Improvement Program (STIP) funds from anticipated savings on Soscol Junction. A formal request for this action will come before the Board at the April meeting once Caltrans has awarded the Soscol Junction contract and freed up excess STIP funds.

The Green Island Road Class I and the St. Helena Main Street Pedestrian Improvements will be prioritized for OBAG 3 funds along with the Silverado Five-Way project (which had previously been deprogrammed of OBAG 2 funds in 2020 to fund the Calistoga to St. Helena Vine Trail project). This brings the total OBAG 3 commitment to $4.2 million. These commitments leave Napa County with very little available funding for new project capacity under the OBAG 3 program.

ALTERNATIVES

The board could reject the funding proposal and task staff to identify other ways to backfill the funding shortfall. This could delay the project and potentially put the ATP funds at risk. There is also very limited opportunity to identity other funds for this project. The Board could also cancel the project and forego pursuing the Active Transportation Program funds at this time, however this would compromise NVTA and other Napa Valley agencies ability to compete for future ATP funds.

STRATEGIC GOALS MET BY THIS PROPOSAL

Goal 1: Serve the transportation needs of the entire community regardless of age, income, and ability.

Goal 5: Minimize the energy and other resources required to move people and goods.

The Calistoga to St. Helena Vine Trail project will provide walking and cycling alternatives that will better serve low income communities and reduce auto use.

ATTACHMENTS

(1) Revised Resolution No. 17-06

MINUTES
City of St. Helena
Regular City Council Meeting
Tuesday, March 8, 2022 @ 6:00 PM

A complete video recording of this meeting, except for closed session, can be found at https://sthelena.civicweb.net/Portal/ or by calling the City Clerk at (707) 968-2742. The City Council video is the official record of the Council meeting.

Present: Mayor Geoff Ellsworth, Vice Mayor Paul Dohring, Council Member Anna Chouteau, Council Member Lester Hardy, and Council Member Eric Hall

Absent: None

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ADOPTION OF THE AGENDA

3.1 Adoption of the agenda

City Clerk Cindy Tzafopoulos noted item 10.3 was removed from the consent calendar.

Council Member Lester Hardy moved to approve the agenda as amended. The motion was seconded by Council Member Anna Chouteau and on roll call carried by the following vote:

AYES: Mayor Geoff Ellsworth, Vice Mayor Paul Dohring, Council Member Anna Chouteau, Council Member Lester Hardy, and Council Member Eric Hall
NOES: None
ABSENT: None
ABSTAIN: None
RECUSE: None

4. ROLL CALL

5. PUBLIC FORUM:

Amber Manfree addressed the City Council.

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

Reports were made by staff and City Council.

7. PRESENTATIONS AND PUBLIC RECOGNITIONS

7.1 Proclamation Recognizing March 2022 as Red Cross Month Presented to Toni Lent, Napa County Disaster Action Team (DAT) and Betsy Witthohn, Volunteer Partner of the Disaster Program Manager for Napa and Sonoma Counties

Betsy Witthohn addressed the City Council.

8. STAFF BRIEFING

8.1 None

9. YOUTH REPRESENTATIVE BRIEFING

9.1 None

10. 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)

10.1 Consideration and proposed approval of February 22, 2022 Special Joint Meeting Minutes and February 22, 2022 Regular Meeting Minutes

Item 10.2 was removed from the consent calendar.

10.2 ~~Adoption of Resolution Making Findings and Determinations under AB 361 for the Continuation of Virtual Meetings.~~

Item 10.3 was not heard.

10.3 ~~Consideration and Proposed Adoption of a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Artemis Habitat, in an amount not-to-exceed $48,000 for Invasive Species Management for the Upper York Creek Ecosystem Restoration, City Project No. W-26.~~

CEQA Determination: Environmental Impact Report (SCH. No. 2006092096)
Prepared By: Martin Beltran, Management Analyst
Recommendation:
Staff Recommends City Council Adopt the attached Resolution.

10.4 Consideration and proposed approval of a resolution duly approving and adopting a publicly available pay schedule in accordance with the requirement of California Code of Regulations, Title 2, Section 570.5, which includes a revised salary schedule for the part-time Casual Worker I classification.

CEQA Determination: Not a CEQA project

Prepared By: Mandy Kellogg, Asst. Administrative Services Director
Recommendation:
Staff recommends City Council duly approve and adopt the publicly available pay schedule in accordance with the requirement of California Code of Regulations, Title 2, Section 570.5 which includes a revised salary schedule for the part-time Casual Worker I classification, and make no other changes to the salary schedule for other classifications.

10.5 Consideration and proposed adoption of a resolution approving a Professional Services Agreement with Green Valley Consulting Engineers for the R19-79 Pavement Restoration Project in an amount not to exceed $94,740 and authorizing the City Manager to execute the agreement.

CEQA Determination: Class I Categorical Exemption under Section 15301 of CEQA
Prepared By: Martin Beltran, Management Analyst
Recommendation:
Staff recommends City Council adopt the attached resolution.

Council Member Eric Hall moved to approve Consent items 10.1, 10.4 and 10.5. The motion was seconded by Council Member Lester Hardy and on roll call carried by the following vote:

AYES: Mayor Geoff Ellsworth, Vice Mayor Paul Dohring, Council Member Anna Chouteau, Council Member Lester Hardy, and Council Member Eric Hall
NOES: None
ABSENT: None
ABSTAIN: None
RECUSE: None

10.2 Adoption of Resolution Making Findings and Determinations under AB 361 for the Continuation of Virtual Meetings.

CEQA Determination: Not a CEQA project
Prepared By: Ethan Walsh, City Attorney
Recommendation:
Approve the Attached Resolution Making Findings and Determinations Under AB 361.

Vice Mayor Paul Dohring moved to approve item 10.2. The motion was seconded by Council Member Anna Chouteau and on roll call carried by the following vote:

AYES: Mayor Geoff Ellsworth, Vice Mayor Paul Dohring, Council Member Anna Chouteau, Council Member Lester Hardy, and Council Member Eric Hall
NOES: None

ABSENT: None
ABSTAIN: None
RECUSE: None

11. PUBLIC HEARINGS

11.1 Consideration and proposed adoption of the following:

Adopt a resolution recommending that the City Council approve the Mitigated Negative Declaration / Mitigation Monitoring and Reporting Program for the project, make the required findings; and Adopt a resolution making specific findings and recommending City Council approve the proposed Mills Lane Storm Drain Improvements Project.

***This item was noticed to be heard at the November 9, 2021 regular City Council meeting and was subsequently continued to the December 14, 2021, January 11, 2022, January 25, 2022, February 8, 2022, February 22, 2022 and March 8, 2022, regular City Council meetings. This item is being continued again to the March 22, 2022 regular City Council meeting.**

12. OLD BUSINESS

12.1 FY 2021/22 Third Quarter Update on the Capital Improvement Program (CIP)

CEQA Determination: Not a CEQA project
Prepared By: Martin Beltran, Management Analyst
Recommendation:
Discussion and direction to staff.

Public Works Director Mark Rincon reported on the item.

It was the consensus of the City Council to:

- Prioritize CIP Projects in a workshop setting
- Update project cost data and redefine projects as needed
- Funding needs to be identified (none, partial, full) and sources (local, state, fed); perhaps have a second sheet with an unfunded project list
- Need to factor in staffing into project delivery schedule
- Need to capture progress – staff will keep quarterly reports on webpage for comparison

No public comment was received.

13. NEW BUSINESS

13.1 Conduct a First Reading of an Ordinance Adding Chapter 2.76 to Title 2 of the St. Helena Municipal Code Relating to Electronic and Paperless Filing of Campaign Disclosure Statements and Adopt a Resolution Relating to

Electronic Filing of Statements of Economic Interests

CEQA Determination: Not a CEQA project
Prepared By: Cindy Tzafopoulos, City Clerk
Recommendation:
Introduce first reading and approve by title only and waive further reading.

City Clerk Cindy Tzafopoulos reported on the item.

No public comment was received.

Council Member Anna Chouteau moved to approve the recommended action. The motion was seconded by Council Member Eric Hall and on roll call carried by the following vote:

AYES: Mayor Geoff Ellsworth, Vice Mayor Paul Dohring, Council Member Anna Chouteau, Council Member Lester Hardy, and Council Member Eric Hall
NOES: None
ABSENT: None
ABSTAIN: None
RECUSE: None

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

14.1

March City Council Meetings: **3/22 (Staff reports due 3/4)**
Presentation
3/22 National Library Week Proclamation
CONSENT:
3/22 Professional Service Agreement for Water and Wastewater Rate Study
Amendment #5 Napa Water Agreement
3/22 Award of Contract for MarinIT for IT improvements at the NVC
3/22 Conduct a Second Reading of an Ordinance Adding Chapter of the St. Helena Municipal Code Relating to Electronic and Paperless Filing of Campaign Disclosure Statements
PH or OLD / NEW BUSINESS:
3/22 Mills Lane
3/22 Chamber annual update
3/22 Water Penalty Discussion
3/22 Consideration and proposed approval of a resolution: (1) approving Revision No. 3 to City Council Policy P-FI-0016 Financial Policy related to: (a) compliance with GASB Statement No. 98 updating the name, "Comprehensive Annual Financial Report" to

"Annual Comprehensive Financial Report", (b) update language related to financing Capital Improvement Projects and (2) repealing an rescinding any previous policies or administrative memoranda which are inconsistent with City Council Policy P-FI-0016 Financial Policy, Revision No. 3.
April City Council Meetings: **4/12 (Staff reports due 3/25)** **4/26 (Staff reports due 4/8)**
Presentation
4/12 12. 4/12 2022 Sexual Assault Awareness Month Proclamation
CONSENT:
Review and Feedback of Scope for new Diversity, Equity and Inclusion Committee
4/26 Quarterly Grant Report FY22 3RD Quarter

15. ADJOURNMENT

Mayor Ellsworth adjourned the meeting at 6:54 p.m.

The March 8, 2022 regular City Council meeting minutes were adopted at the March 22, 2022 regular City Council meeting.

APPROVED: **ATTEST:**

_____ _____

Geoff Ellsworth, Mayor Cindy Tzafopoulos, City Clerk

Report to the City Council
Regular City Council - 22 Mar 2022

Agenda Section: **CONSENT ITEMS**

Subject: **Conduct a Second Reading and Proposed Adoption of an Ordinance Adding Chapter 2.76 to Title 2 of the St. Helena Municipal Code Relating to Electronic and Paperless Filing of Campaign Disclosure Statements**

CEQA Determination: **Not a CEQA project**

Prepared By: Cindy Tzafopoulos, City Clerk

Reviewed By: April Mitts, Administrative Services Director

Approved By: James C. McCann, Interim City Manager

BACKGROUND

The Political Reform Act of 1974 requires the filing of specified statements, reports and other documents. Under the Act, a local government agency may require these filings to be made online or electronically with the local filing officer (the City Clerk). With the enactment of more recent legislation, AB2452 and AB2151, the Act requires the local filing officer to make all data available on the internet in an easily understood format that provides the greatest public access within 72 hours of the filing deadline.

Historically, City Council candidates and campaign committees have filed paper copies of required campaign statements and reports. Once filed, the documents are made available for review by the public. The City Clerk's Office spends a significant amount of staff time to make such paper filings readily available and posted online which requires further handling.

Public access to campaign disclosure information is a vital and integral component of a fully informed electorate. Transparency in campaign financing is critical in order to maintain public trust and support of the political process. Nevertheless, these values require staff resources to implement. As a means to more cost-effectively maintain the public trust, the City contracted with CampaignDocs by Granicus for installation of two

electronic programs for on-line submittal and posting of Fair Political Practices Commission (FPPC) forms related to Conflict of Interest (i.e. Form 700s) and Campaign Disclosure documents (i.e. Form 460s). Both programs have been installed and are operational, however, there is one remaining authorization necessary by Council in order to make these filings fully electronic.

DISCUSSION

Pursuant to California Government Code Section 84615, the City Council must officially adopt an Ordinance memorializing their approval to require and authorize complete electronic signature and submission of electronic campaign disclosure forms. Tonight's action is the first of a two-step process to implement electronic filing.

The purpose of the proposed Ordinance is two-fold: 1) to require online electronic filing of campaign statements, and, 2) to require online reporting of contributions and independent expenditures with electronic signature related to elections of candidates for City Council and/or the qualification or passage of local ballot measures within the City. These filings are required under the Political Reform Act (GC 84200 et. sec.), either electronically or in paper format. This Ordinance ensures filings will be available electronically as a more cost-effective use of staff resources. The electronic filing system will operate securely and effectively and will not unduly burden filers. Also, requiring electronic filing versus paper filings will ensure the City Clerk's office meets the 72-hour posting requirement.

The proposed ordinance pertains specifically to the campaign finance component of the CampaignDocs by Granicus system, and will only apply to those filers that exceed a threshold of $2,000 for expending or receiving campaign funds, or another amount as established under the Political Reform Act. This section reflects Senate Bill No. 1329 (2017-2018 Reg. Sess.), which updates applicable thresholds to $2,000 effective when "the Secretary of State certifies an online filing and disclosure system pursuant to paragraph (7) of subdivision (b) of Section 84602 of the Government Code." This threshold is also consistent with the Act, which recognizes campaigns that spend or raise more than $2,000 as "Controlled Committees." Under the Act, these types of committees are obligated to file detailed campaign finance disclosure statements, also known as Form 460s. For those smaller campaigns that do not exceed the $2,000 threshold, they may continue to file paper versions of the Form 470 disclosure forms. That being said, it should be noted that the CampaignDocs by Granicus system is able to accommodate the online filing of several types of required forms by the FPPC, including Forms 460, 470, 496, and 497, which are the most commonly used in St. Helena's local election campaigns.

The CampaignDocs by Granicus system is created specifically for cities and counties responsible for administering campaign finance filings and Statements of Economic Interest, meets the requirements of the Secretary of State, and allows for electronic and paperless filing of campaign statements.

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDED ACTION
Conduct second reading and proposed approve by title only and waive further reading.

ATTACHMENTS
E-Filing Ordinance

ORDINANCE 2022-___

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ST. HELENA, ADDING CHAPTER 2.76 TO TITLE 2 OF THE ST. HELENA MUNICIPAL CODE RELATING TO ELECTRONIC AND PAPERLESS FILING OF CAMPAIGN DISCLOSURE STATEMENTS AND STATEMENTS OF ECONOMIC INTEREST

THE CITY COUNCIL OF THE CITY OF ST. HELENA DOES ORDAIN AS FOLLOWS:

SECTION 1. Purpose and Authority.

The purpose of this Ordinance is to require the filing of Campaign Disclosure Statements and Statements of Economic Interest by elected officials, candidates, staff, consultants, or committees to be completed electronically. The City Council enacts this Ordinance in accordance with the authority granted to cities by state law. This ordinance is intended to supplement, and not conflict with, the Political Reform Act.

SECTION 2. Findings.

The City Council of the City of St. Helena finds and determines as follows:

A. That California Government Code Section 84615 provides that a legislative body of a local government agency may adopt an ordinance that requires an elected officer, candidate, or committee, required to file statements, reports, or other documents required by Chapter 4 of the Political Reform Act to file such statements, reports, or other documents online or electronically with the City Clerk.
B. In any instance in which the original statement is required to be filed with the Secretary of State and a copy of that statement is required to be filed with the City, the filer is permitted, but not required, to file a copy electronically;
C. The City Clerk's web-based system contains multiple safeguards to protect the integrity and security of the data, will operate securely and effectively, and will not unduly burden filers; and
D. The City Clerk will operate the electronic filing system in compliance with the requirements of California Government Code Section 84615 and any other applicable laws.
E. The e online or electronic filing system to be established pursuant to this ordinance will operate securely and effectively and will not unduly burden filers.
F. This Ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in either a direct or reasonably foreseeable indirect physical change in the environment, either directly or ultimately. In the event that the Ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines section 15061(b)(3) because it can be seen with certainty to have no possibility to have a significant effect on the environment.

SECTION 3. Addition:

St. Helena Municipal Code 2.76, "Electronic Filing of Campaign Disclosure Statements and Statements of Economic Interest," is hereby added to read as follow:

2.76.010 Definitions
For the purposes of this chapter, the following words, terms and phrases shall be defined as follows:

A. “Electronic filing system” means a system established by the City Clerk pursuant to Section 84615 of the Government Code for electronic filing of statements, as defined herein.
B. “Filer” means any elected officer, candidate, committee, or other person required to file statements, as defined herein.
C. “Statements” shall mean any statements, reports, or other documents that filers must file in accordance with Chapter 4 of the Political Reform Act (Government Code Section 84100, et seq.).

2.76.020 Electronic Filing System.

A. Pursuant to Government Code section 84615, the City Clerk may establish an electronic filing system.
B. The electronic filing system shall meet the following requirements:
   1. Comply with all requirements set forth in Section 84615 of the Government Code.
   2. Ensure the integrity of data transmitted, including by establishing safeguards against efforts to tamper with, manipulate, alter, or subvert data.
   3. Accept filing in the standardized record format developed by the California Secretary of State pursuant to Section 84602(a)(2) of the California Government Code, compatible with the Secretary of State's system for receiving an online or electronic filing.
   4. Include a procedure for filers to comply with the requirement that they sign statements and reports under penalty of perjury pursuant to Section 81004 of the Government Code.

2.76.030 Required Online Filing.

A. Upon establishment of an electronic filing system by the City Clerk pursuant to Section 2.76.010(A), each filer shall file statements using the City Clerk's electronic filing system according to procedures established by the City Clerk. Notwithstanding the preceding sentence, filers are exempt from these requirements if they received less than $2,000 in contributions and made less than $2,000 in expenditures, or another amount as established by the Political Reform Act. in a calendar year.
B. Filers who have electronically filed a statement using the City Clerk's electronic filing system is are not required to file copies in a copy of that document in paper format with the City Clerk.
C. Filers shall file statements in paper format with the City Clerk if the electronic filing system is not capable of accepting a statement for any reason.
D. The electronic filing system shall allow filers to complete and submit statements free of charge.

2.76.040 Availability of Statements for Public Review; Record Retention.

A. The City Clerk shall make available on the City’s website all data filed pursuant to this Chapter in an easily understood format that provides the greatest feasible public access. Data shall be made available free of charge and as soon as possible after receipt.
B. Data made available on the City's webpage shall not contain the street name and building number of the persons or entity representatives listed on the electronically filed forms or any bank account number required to be disclosed by the filer. A complete, unredacted copy of the statement shall be made available to any person upon request to the City Clerk’s office.
C. The City Clerk's office shall maintain online or electronic statements in compliance with State law and the City’s adopted Retention Schedule.

SECTION 4. Effective Date.

This ordinance shall be published pursuant to law and shall become effective 30 days from the date of passage and adoption.

SECTION 5. Severability.

If any provision of this Ordinance or its application is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions, sections, or applications of the Ordinance which can be given effect without the invalid provision or application and to this end each phrase, section, sentence, or word is declared to be severable.

SECTION 6. Certification

The City Clerk shall certify to the passage of this Ordinance and shall cause the same to be published as required by law.

PASSED, APPROVED, AND ADOPTED at a Regular Meeting of the City Council of the City of St. Helena on this_____day of_____, 2022, after being first read at a Regular Meeting on the _____day of_____, 2022.

_____
Geoff Ellsworth, Mayor

ATTEST:

_____
Cindy Tzafopoulos, City Clerk

Report to the City Council
Regular City Council - 22 Mar 2022

Agenda Section: **CONSENT ITEMS**

Subject: **February 2022 Review and Forecasting of City Water Supply Availability**

CEQA Determination: **Exempt**

Prepared By: Martin Beltran, Management Analyst

Reviewed By: Mark Rincon-Ibarra, Public Works Director and City Engineer

Approved By: James C. McCann, Interim City Manager

BACKGROUND

The City of St. Helena publishes a monthly water report on the City website (www.cityofsthelena.org/publicworks/page/water-reports). The report includes the amount of water produced at the Louis Stralla Water Treatment Plant and the Stonebridge Potable Water Wells, and potable water delivered from Napa Water. In addition to presenting data on the amount delivered monthly, the report includes year-to-date information and prior year data. Water elevation and capacity at the Bell Canyon Reservoir is included as well as information on rain and temperatures.

On April 27, 2021, the City Council adopted an Urgency Ordinance updating the regulatory requirements for commercial, industrial, and institutional users due to the seasonal nature of their water use. Beginning in June 2021, the updated Phase II allocation for commercial, industrial, and institutional users is 10% less than that user's average water use during the three preceding non-shortage years by month. For current calculations the following years are being used: 2017, 2018, and 2019. This baseline for determining allocations for commercial, industrial, and institutional users also applies in Phase III.

The Urgency Ordinance also updated the basis for which a Phase I, Phase II, or Phase III water emergency is determined from whether the City has sufficient volume of water to meet its needs through November 1st, to whether the City has sufficient volume to

meet its needs through the subsequent May 1st, after making conservative assumptions regarding rainfall during the rainy season based on recent data. The change to the standard allows the City to take into account potentially very low rainfall during the rainy season, and less than full replenishment of the City's water supply storage.

At the City Council meeting of July 27, 2021, the City Council requested City staff enhance the monthly water report to include a forecast of available water supply, consistent with the recently adopted Urgency Ordinance. This request is consistent with the City's Fiscal Year 2021-22 Council Goal to develop a Comprehensive Water Security Framework, and the recently developed Framework that includes a goal to "Maximize Conservation During Water Emergency" and subtask 1C to "provide customers with comparison of actual vs. projected water demand" as well as Framework Goal Improve Consumer Satisfaction and Confidence" and subtask 3C to "pursuant additional analytical tools to improve consumer confidence."

DISCUSSION

In recent months, City staff has developed a forecasting tool to facilitate its ability to optimize water use and track water availability. Included as Attachment 1 is the Monthly Water Report for January 2022. The water produced for February 2022 is down by 14.5% when compared to February 2021 and down by 14.5% when compared to the average of February 2017-2019. The storage in Bell Canyon graph (Attachment 2) shows the water availability forecast for Bell Canyon based on the highest water usage during non-drought year.

The City continues to experience a pump failure at Rutherford Pump Station and is working with the City of Napa to address low water pressure concerns. Operational challenges due to aged infrastructure has resulted in the City not being able to deliver water from City of Napa.

Water Produced or Delivered per Source

Source	Average (2018 - 2020) (Acre-Feet)	February 2021 (Acre-Feet)	February 2022 (Acre-Feet)
Bell Canyon	38	56	38
Stonebridge Wells	8	18	33
Napa Water	37	9	0
Total	**83**	**83**	**71**

Percent change from average of February 2018 - 2020: -**14.5%**
Percent change from February 2021: -**14.5%**

FISCAL IMPACT

Not applicable.

RECOMMENDED ACTION

Receive and file.

ATTACHMENTS

Attachment 1: Monthly Water Report, February 1-28, 2022
Attachment 2: Storage in Bell Canyon Graph, Feb. 2022

CITY OF ST. HELENA
MONTHLY WATER REPORT

CC: CC __X__ PC__X__ FILE _____
RECEIVED: _____ BY: __

February 1 - 28, 2022

	LOUIS STRALLA WATER PLANT	STONEBRIDGE POTABLE WELLS	SBW IRRIGATION WATER	NAPA WATER	TK #1 & #2 ADJUST
AMOUNT PRODUCED in AF	37.82	33.00	1.784	0.35	3.59
AMOUNT PRODUCED in MG	12.32	10.75	0.581	0.10	1.17
PERCENT	**50.6%**	**44.2%**		**0.4%**	4.7%

WATER DELIVERY (AGGREGATE)

	THIS YEAR	LAST YEAR
TOTAL DELIVERY THIS PERIOD	24.33 MG	28.15 MG
MAXIMUM DAILY DELIVERY	1.56 MG	1.21 MG
MINIMUM DAILY DELIVERY	0.31 MG	0.71 MG
AVERAGE DAILY DELIVERY	0.84 MG	0.83 MG

WATER YEAR TOTALS

	THIS FISCAL YEAR	%	LAST FISCAL YEAR	%
LOUIS STRALLA WATER PLANT	281.07 AF	32.7%	552.73 AF	46.1%
	91.59 MG		180.11 MG	
NAPA WATER	219.63 AF	25.6%	288.33 AF	24.1%
	71.54 MG		93.96 MG	
STONEBRIDGE POTABLE WELLS	357.65 AF	41.7%	357.79 AF	29.8%
	116.54 MG		116.59 MG	
TOTAL WATER DELIVERY (ALL)	**858.35 AF**	**100.0%**	**1198.85 AF**	**100.0%**

SBW IRRIGATION WATER

	THIS MONTH	THIS MONTH, LAST YR.
STONEBRIDGE APARTMENTS	0.00 MG/Feb 1-28	0.00 MG/Feb 1 - 28
NAPA VALLEY COLLEGE	0.00 MG/Feb 1-28	0.784 MG/Feb 1 - 28

WATER ELEVATION, CAPACITY & RAINFALL

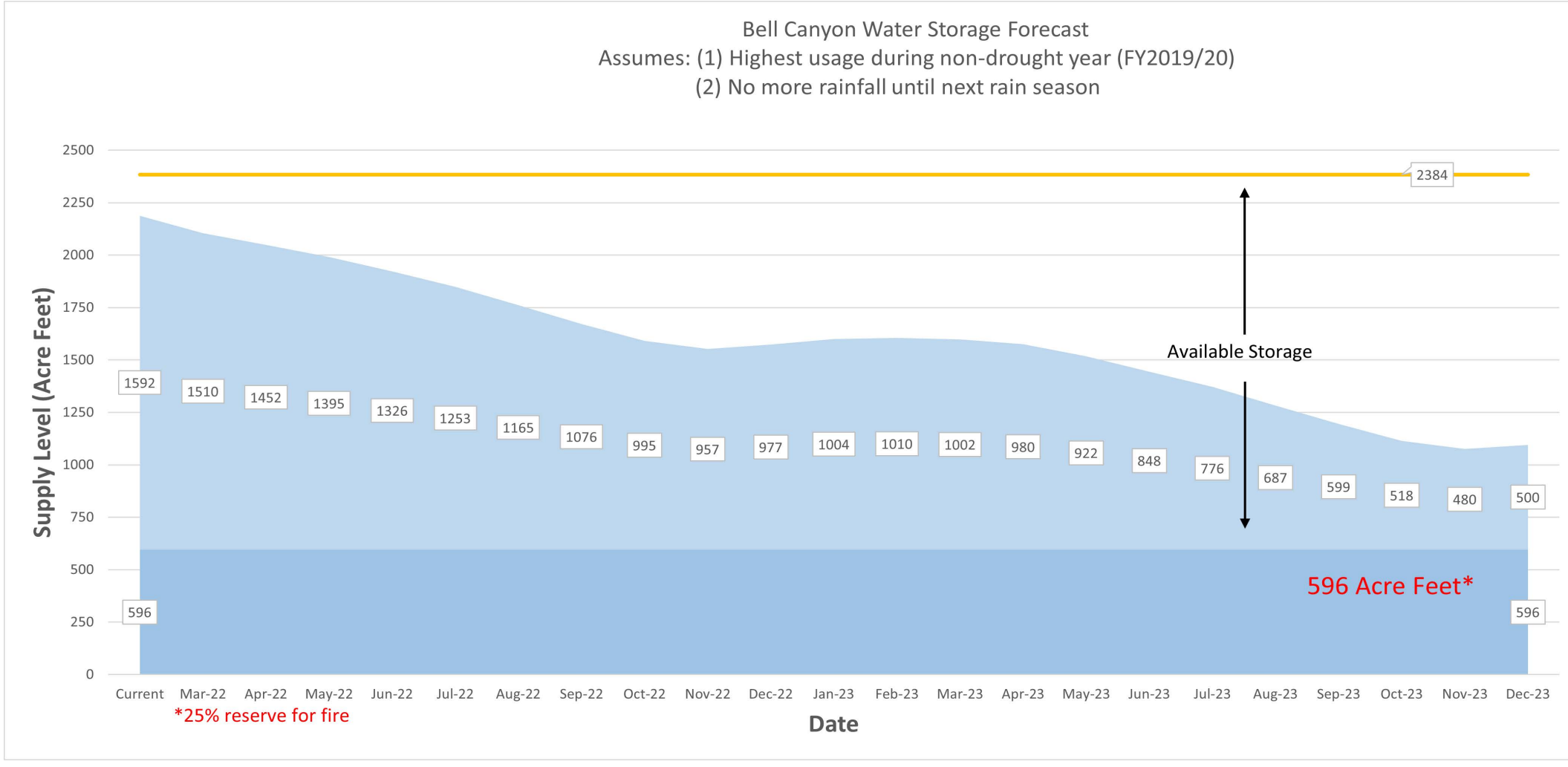
	THIS FISCAL YEAR	LAST FISCAL YEAR
ELEVATION BELL CANYON RESERVOIR	419.40 FT.	400.11 FT.
MONTHLY RISE OR DROP	-1.49 FT.	1.51 FT.
CAPACITY AT END OF PERIOD	712.62 MG	310.89 MG
PERCENT OF FULL CAPACITY	92.0 %	40.0 %
RAINFALL IN THIS PERIOD	0.07 IN	1.89 IN
TOTAL RAINFALL SEASON TO DATE	23.43 IN	10.84 IN

TEMPERATURES

	THIS YEAR	THIS MONTH, LAST YR.
DEGREES IN FAHRENHEIT	32 -79	34-70
AVERAGE	49	52

REMARKS

City of Napa Water Delivery on Target: No. The City experienced a pump failure at Rutherford Pump Station and is working with the City of Napa to address low water pressure concerns.
DISCLAIMER: The data presented in this report is approximate and for informational purposes only.
Updates will be provided if any errors are identified.


Bell Canyon Water Storage Forecast
Assumes: (1) Highest usage during non-drought year (FY2019/20)
(2) No more rainfall until next rain season
Supply Level (Acre Feet)
2500
2250
2000
1750
1500
1250
1000
750
500
250
0
2384
Available Storage
1592
1510
1452
1395
1326
1253
1165
1076
995
957
977
1004
1010
1002
980
922
848
776
687
599
518
480
500
596
596
596 Acre Feet*
Current
Mar-22
Apr-22
May-22
Jun-22
Jul-22
Aug-22
Sep-22
Oct-22
Nov-22
Dec-22
Jan-23
Feb-23
Mar-23
Apr-23
May-23
Jun-23
Jul-23
Aug-23
Sep-23
Oct-23
Nov-23
Dec-23
*25% reserve for fire
Date

Report to the City Council
Regular City Council - 22 Mar 2022

Agenda Section: **CONSENT ITEMS**

Subject: **Adoption of Resolution Making Findings and Determinations under AB 361 for the Continuation of Virtual Meetings.**

CEQA Determination: **Not a CEQA project**

Prepared By: Ethan Walsh, City Attorney

Reviewed By: April Mitts, Administrative Services Director

Approved By: James C. McCann, Interim City Manager

BACKGROUND

On March 17, 2020, in the face of the COVID-19 pandemic, Governor Gavin Newsom issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means.

The provisions in the Brown Act that were suspended by the Governor's Executive Order are contained at Government Code Section 54953(b)(3) and require that when teleconferencing is used, outside of a statewide emergency, that the following occur:

- An agenda is required to be posted at all locations, including any teleconference locations
- Each teleconference location must be identified on the actual agenda
- Each teleconference location shall be accessible to the public
- A quorum of the legislative body must be in the jurisdiction

With the Governor's Executive Order, the four above requirements were suspended. This allowed City Council and all other meetings of legislative bodies of the City to be conducted by Zoom with councilmembers, commission members, committee members, and staff all joining from remote locations.

The suspension of certain Brown Act provisions was further extended by the Governor on June 11, 2021 through the issuance of Executive Order N-08-21, which continued to allow for complete virtual meetings until September 30, 2021.

With the Governor's Executive Order expiring at the end of September 2021, the State Legislature adopted Assembly Bill 361. On September 16, 2021, the Governor signed AB 361, which allowed legislative bodies to meet virtually provided there was a state of emergency declared by the Governor, and either (1) state or local officials have imposed or recommended measures to promote social distancing; or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees, subject to certain ongoing findings by the legislative body.

AB 361 also preserves many of the provisions of the earlier executive orders, including the suspension of the four teleconferencing requirements noted above, while also adding new requirements to the management of remote and teleconference public meetings in order to better achieve the levels of transparency that the Brown Act demands. Specifically, AB 361 imposes two new rules on remote public meetings:

1. Local governments and agencies hosting teleconference meetings in lieu of traditional in-person public meetings must permit direct public comment during the teleconference, and must leave open the opportunity for public comment until the comment period for a given item is closed during the ordinary course of the meeting. The opportunity to make public comment must be of a sufficient duration so as to allow actual public participation. The City already complies with this requirement, so it presents no change to our current practice.
2. Any action by the governing body during a public teleconference meeting must occur while the agency is actively and successfully broadcasting to members of the public through a call-in option or an internet-based service option. If a technical disruption within the agency's control prevents members of the public from either viewing the meeting of the public agency, or prevents members of the public from offering public comment, the agency must cease all action on the meeting agenda until the disruption ends and the broadcast is restored. Action taken during an agency-caused disruption may be challenged as a violation of the Brown Act.

The City Council held its first virtual meeting based on the conditions set forth in AB 361 on October 12, 2021. In order to continue to qualify for AB 361's waiver of in-person meeting requirements, the City Council must, within every 30 days of its first meeting under AB 361, make findings that (a) state or local officials recommend measures to promote social distancing, or that (b) an in-person meeting would constitute an imminent risk to the safety of attendees. State officials at Cal-OSHA have, through the adoption of certain regulations, recommended measures to promote social distancing throughout the State. Additionally, Napa County Public Health Officer Dr. Karen Relucio has, through a memo dated September 27, 2021, recommended the continuance of virtual meetings at the present time as a means of promoting social distancing in order to minimize the spread and transmission of COVID-19 in Napa County.

It is important to note that AB 361 does not require the City to continue with virtual meetings, but simply gives the Council that option. If at any time the City Council desires to return to in-person meetings, the Council can agendize that topic for discussion and direct staff to initiate the transition back to in-person or hybrid meetings; however, at this time City staff is recommending adoption of the resolution to allow City Council and all other Commission, Committee, and other Brown Act meetings to continue to be held remotely in order to ensure social distancing consistent with the recommendations of State and local officials.

At the September 28, 2021 regular City Council meeting, the City Council had a discussion item and considered whether to meet in person or continue virtual meetings. It was the consensus of the City Council to continue with the Zoom meeting platform until staff is relocated to Napa Valley College.

DISCUSSION

The City Council held its first virtual meeting based on the conditions set forth in AB 361 on October 12, 2021. The City Council reconsidered and adopted findings by resolution to continue meeting virtually on November 23, 2021, December 14, 2021, January 11, 2022, February 8, 2022 and March 8, 2022. This is being reconsidered on March 22, 2022.

The enclosed resolution makes the necessary findings for the City Council and all subordinate legislative bodies of the City that are subject to the Brown Act to continue with virtual meetings for the time being. City staff will return to the City Council with a resolution every 30 days to allow for the continuance of virtual meetings for so long as Council and staff believes that virtual meetings are necessary.

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDED ACTION

Approve the Attached Resolution Making Findings and Determinations Under AB 361.

ATTACHMENTS

Resolution AB361

CITY OF ST. HELENA

RESOLUTION NO. 2022-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ST. HELENA MAKING FINDINGS AND DETERMINATIONS UNDER AB 361 FOR THE CONTINUATION OF VIRTUAL MEETINGS

WHEREAS, the Ralph M. Brown Act (Gov. Code § 54950 *et seq*.) generally requires local agencies meeting via teleconference, including through other virtual or electronic means to, among other things, provide public access at each location in which members of the legislative body are teleconferencing; and

WHEREAS, the Legislature recently enacted Assembly Bill 361 (AB 361), which amended Government Code section 54953 to allow local agencies to meet fully virtually, without fully adhering to the rules otherwise applicable to teleconferencing, during a proclaimed state of emergency if state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, the Governor issued a proclamation declaring a state of emergency on March 4, 2020 due to the COVID-19 pandemic, pursuant to section 8625 of the California Emergency Services Act, and this proclaimed state of emergency currently remains in effect; and

WHEREAS, state or local officials continue to recommend measures to promote social distancing to prevent the spread of COVID-19, and in particular, Cal-OSHA regulation 3205 recommends physical distancing in the workplace generally and regulates a “close contact,” defined as being within 6 feet of another under certain circumstances, and Napa County Health Officer Dr. Karen Relucio has recommended that local public agencies refrain from holding in person public meetings, as a means of promoting social distancing; and

WHEREAS, the continuation of virtual meetings will allow for full participation by members of the public and compliance with the recommendations of state and local officials with regard to social distancing; and

WHEREAS, the City Council of the City of St. Helena desires that all City legislative bodies continue to hold virtual meetings pursuant to AB 361 and Government Code section 54953(e).

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ST. HELENA AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are incorporated herein by this reference.

SECTION 2. The City Council has reconsidered the circumstances of the state of emergency.

SECTION 3. As stated in the recitals, state or local officials continue to recommend measures to promote social distancing.

SECTION 4. The City Council and all other legislative bodies of the City of St. Helena who are required to hold public meetings shall continue to meet virtually in accordance with Government Code section 54953(e) and without compliance with section 54953(b)(3), based upon the findings and determinations hereby made by the City Council.

Approved at a Regular Meeting of the St. Helena City Council on March 22, 2022, by the following vote:

Mayor Geoff Ellsworth:

Vice Mayor Paul Dohring:

Council Member Anna Chouteau:

Council Member Lester Hardy:

Council Member Eric Hall:

APPROVED: ATTEST:

_____ _____

Geoff Ellsworth, Mayor Cindy Tzafopoulos, City Clerk

Report to the City Council
Regular City Council - 22 Mar 2022

Agenda Section: **PUBLIC HEARINGS**

Subject: **Ordinance Adding Chapter 17.138 "Time Share Uses" and Sections 17.138.060 to Title 17, Zoning of the St. Helena Municipal Code, amending sections 17.48.030 (Central Business) and 17.52.030 (Service Commercial) and Deleting Section 17.112.130 of the St. Helena Municipal Code**

CEQA Determination: **Exempt**

Prepared By: Ethan Walsh, City Attorney

Reviewed By: April Mitts, Administrative Services Director

Approved By: James C. McCann, Interim City Manager

BACKGROUND

Over the past two years, there has been significant discussion in the community regarding Section 17.112.130 of the City's Zoning Code, which prohibits the creation of a time-share project as a means of ownership of any single-family, two-family or multiple-family dwelling or any apartment house in the City (the "Time Share Ordinance"). The City Council discussed the Time Share Ordinance at its July 14, 2020 meeting in response to concerns raised regarding a real estate listing for a fractional or partial ownership interest in a residential home in the City. The prior City Attorney discussed this issue with the City, focusing on the question of the extent to which the City Council could regulate an ownership structure through the City's zoning authority, and noted the challenges of doing so. At the conclusion of the Council's discussion of this issue, Council directed the City Attorney and staff to continue to research its options to address the concerns raised by members of the community in response to the listing of the home at issue. In the months following the July 2020 Council meeting, the company that had been marketing that original home, now known as Pacaso, began marketing other homes in the City, and the City received additional complaints from members of the community. Based on new information that was available to the City, primarily through Pacaso's marketing materials, the City Attorney's office concluded that the properties being marketed by Pacaso were

not just fractional or partial ownership structures, but were also being marketed to be used as a time share project that would be prohibited under the City's ordinance, and informed Pacaso of that conclusion. Pacaso disagreed with the City Attorney's conclusion, and initiated a lawsuit in an effort to compel the City to retract its conclusion. That litigation is ongoing.

When reviewing the Time Share Ordinance in this context, the City Attorney's office found that the substance of the Time Share Ordinance has not been updated since its adoption in 1982. The City Attorney's office concluded that the Time Share Ordinance would benefit from an update to refine the definitions to more directly address the impacts of time-share uses, to clarify the means used by the City to enforce the restrictions on time share uses, and to clarify how time share uses are treated in non-residential districts. City staff initially delayed initiating any changes to the Time Share Ordinance while the litigation was ongoing. However, due to the continued marketing of time share uses within the City, staff has decided to move forward with recommending the proposed updates to the City's ordinance.

On March 1, 2022, the Planning Commission voted unanimously to recommend the City Council approve the proposed ordinance.

DISCUSSION

The Discussion section of the Staff Report is organized as follows: First, the section provides a brief explanation for the City's conclusion that the homes that have been marketed by Pacaso constitute time share projects. While the City's conclusion does not directly affect the changes to the Zoning Code set forth in the proposed ordinance, it is helpful to understand that the Time Share Ordinance, both in its original form and as proposed to be amended, is intended to protect against the impacts that these homes and similar uses could have on the City's housing supply and the character of the City's residential districts. Second, this section discusses the legal basis for the City's Time Share Ordinance, the reasons why the City prohibited time share uses in residential properties, and why those reasons continue to apply today. Third, this section outlines the changes made in the proposed ordinance and the reasons for the proposed changes.

A.Current Time Share Ordinance and Application to Pacaso Homes

Section 17.112.130 of the Zoning Code prohibits the creation of a time-share project as a means of ownership of any single-family, two-family or multiple family dwelling or apartment house within the City. A time-share project is defined in that section as any real property that is subject to a time-share program. A time-share program is in turn defined in part as an arrangement whereby the use, occupancy or possession of the property circulates among purchasers according to a fixed or floating time schedule on a periodic basis for a specific period of time during any given year.

Pacaso provides a significant amount of information on its website regarding the manner in which its homes are used by the purchasers of a Pacaso home. According to Pacaso's website, the single family residences marketed by Pacaso are held by a property-specific

limited liability company (“LLC”), and each co-owner purchases a 1/8 share in the LLC. (Pacaso.com/learn) Each 1/8 share entitles the co-owner to 44 stay nights within any 365 day window. Stays can be from 2 to 14 nights in duration for each 1/8 share. Back-toback stays are not permitted. (Pacaso.com/faq/scheduling) Stays are booked on an app, with specific rules governing the number of “special dates” that each co-owner can book, and the number of stays that each owner can book during “peak seasons.” (Id.) Each owner can book the residence to use themselves, or may allow guests to use the residence, whether or not the co-owner is present. (Id.) Between each stay, Pacaso conducts a thorough inspection and cleaning. (“5 reasons Pacaso is better than a timeshare.” Pacaso.com/blog/better-than-resort-timeshare)

The Pacaso model grants each 1/8 owner the right to use the property for a specific period of time (44 days in a year) in increments of 2-14 days. The use, occupancy and possession of the property circulates among the co-owners according to a floating time schedule that gives each co-owner exclusive rights to the property for a specific period of time each year. This use structure fits squarely in the City’s definition of a time-share program, and the properties operated by Pacaso in this manner would therefore be timeshare projects under the existing Time Share Ordinance.

B.Reasons for the Time Share Ordinance

1. The City’s General Plan

The City of St. Helena has long been defined by its rural, small town quality and agricultural character. In adopting the St. Helena General Plan Update 2040, the City noted that the defining, unifying goal of all the elements of the 1993 General Plan was: To protect the rural, small town quality and agricultural character of St. Helena. It is the General Plan’s intent that the preservation of this small town character be the unifying philosophy that overlays all other stated goals and policies.(General Plan 2040, p. 1-2.)

While the 2040 General Plan acknowledges that this is no longer the sole, overriding focus of the General Plan, retaining the small town character of St. Helena remains a primary focus of the City’s land use planning. (Id.)

A key component of retaining the City’s small town character is maintaining a balance between the economic benefits that arise from visitors who come to St. Helena for its wineries, restaurants and historic downtown, and maintaining its authentic small town quality of life for the City’s residents. This theme is consistent throughout the City’s General Plan, and maintaining this balance is key to the City’s long term viability. The General Plan notes in its Introduction that “[t]he community stands out in the Valley for its unique, historic character and its ability to attract visitors while also supporting the needs of its resident population.” (General Plan p. 1-8.) The City has set goals to maintain that balance, striving to achieve an economy that “will meet the basic needs of residents, while balancing the benefits and impacts of visitors and provide better economic opportunities. (General Plan 1-15.) The City further seeks to “promote sustainable tourism practices that allow the City to enjoy the economic benefits of visitors to the region while maintaining the authentic small-town quality of life.” (General Plan p. 3-9.)

St. Helena is a renowned tourist destination, bringing visitors from throughout the world to its wineries, restaurants and downtown, but it is also a functioning City and community, with residents who contribute to its social fabric. Like most communities throughout California, one of the key means that the City utilizes to maintain this balance is through its Zoning Ordinance. The City has commercial districts, like the Service Commercial district and the Central Business district, that provide for uses that serve both visitors and the local community, such as restaurants, retail shops and winery tasting rooms, among others, along with lodging where those visitors can stay. (St. Helena Municipal Code §§17.48.030, 17.52.030.) The City also has residential districts that provide housing for those who live in the community, at varying densities in order to provide a diversity of housing types.

2.Use of Zoning to Preserve Residential Areas

The use of zoning to preserve the character of the residential districts of a City has been common for over a century. In the seminal case of Euclid v. Ambler the United States Supreme Court upheld the validity of comprehensive zoning that would set aside residential districts "from which business and trade of every sort, including hotels and apartment houses, are excluded." (Euclid v. Ambler Co. 272 U.S. 365, 390.) The U.S. Supreme Court upheld the Village of Euclid's zoning ordinance in that instance, noting that the inclusion of non-residential uses in residential districts may have an increasingly deleterious impact on the residential area "until, finally, the residential character of the neighborhood and its desirability as a place of detached residences are utterly destroyed." (Id. at 394.)

The California Court of Appeals followed Euclid and subsequent cases in upholding the City of Carmel-by-the-Sea's zoning restriction on short-term rentals. (Ewing v. City of Carmel-By-The-Sea (1991) 234 Cal.App.3d 1579.) In that case, the Court noted that the City's chief purpose in adopting the short-term rental restriction was "to provide an appropriately zoned land area within the City for permanently single-family residential uses and structures and to enhance and maintain the residential character of the City." (Id. at 1579.) In upholding Carmel's short-term rental restriction, the Court found that short-term rentals "undoubtedly affect the essential character of a neighborhood and the stability of a community. Short-term tenants have little interest in public agencies or in the welfare of the citizenry. They do not participate in local government, coach little league, or join the hospital guild. They do not lead a scout troop, volunteer at the library, or keep an eye on an elderly neighbor. Literally, they are here today and gone tomorrow—without engaging in the sort of activities that weld and strengthen a community." (Id. at 1591.)

3.Impacts of Time Share Uses on Residential Districts

Like Carmel, the City of St. Helena strives to maintain the character of its residential areas in the face of intense demand for accommodations to serve visitors to St. Helena. The

Time Share Ordinance is one of the means that the City has in place to ensure that it is able to maintain its existing and limited housing stock for use in long term residency, and to maintain the character of its residential zoning districts. When the City originally adopted the Time Share Ordinance in 1982, the City Council made specific findings based on the impact it foresaw if time share uses were to locate in the residential areas of the City. Those findings were as follows:

1. There is a critical shortage of affordable housing in the city for long-term occupancies (more than six months annually), and the availability of additional residential dwelling units is substantially restricted by the growth management system.
2. The conversion of residential dwelling units within the city to time-sharing projects eliminates residential dwelling units otherwise available for long-term occupancies (more than six months annually) in the city.
3. Time-sharing projects have the same character as commercial hotels, motels and other transient occupancy uses due to their transient nature and to the multiple shortterm (less than six months annually) occupancies by those participating in timesharing projects.
4. Such commercial or quasi-commercial like use is inappropriate in residential areas due to the increased traffic generation and multiple occupancies disturbing the peace
and quiet of residential neighborhoods.
5. The city council finds and determines that this section is necessary to protect the public health, safety and welfare of the citizens of the city.

As discussed in more detail below, these findings continue to hold true in St. Helena, and continue to support the City's decision to restrict time-share uses in residential districts.

i. Housing Shortages and Impacts of Time-Share Uses on Existing Housing Stock

In adopting the current Time Share Ordinance, the City Council found that there was a critical shortage of affordable housing in the City for long-term occupancies. That continues to be the case, and is undoubtedly worse than was the case at the time the Time Share Ordinance was originally adopted. The most recent census data lists the median value of owner occupied homes in St. Helena at $1,112,100 for the period of 2015-2019, while the Zillow Home Value Index estimates medial home values in St. Helena to be approximately $1,870,000 as of February 2022. www.census.gov/quickfacts/sthelenacitycalifornia; zillow.com/home-values/.) In contrast, the median household income in St. Helena from 2015-2019 was $90,031, and the median income for a four person household in Napa County for 2021 is approximately $109,200. (www.census.gov/quickfacts/sthelenacitycalifornia; www.hcd.ca.gov/grantfunding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf.)

At the time of adoption of the City's Housing Element in 2015, the income necessary to purchase a median priced single family home was nearly $200,000 per year, and prices

have risen dramatically since then. (City of St. Helena Housing Element Update 2015¬23, p. 3.) The cost of homes currently in St. Helena are well in excess of what median income residents of St. Helena can afford, as well as median income residents of Napa County generally. Further, as Erika Sklar observed in the St. Helena Housing Update Report that she prepared for the City in April 2018, "St. Helena has more local jobs than people in the labor force, demanding large numbers of commuters to fill local jobs. Workers commute daily into St. Helena, many because there is no local housing that is affordable at the incomes that they make. 36% of St. Helena households cannot afford market rents while 70% of St. Helena households cannot afford to purchase a home. Paramedics and preschool teachers cannot afford St. Helena's market rents. Teachers, registered nurses, winery and hospitality managers and non-profit directors cannot afford homeownership in St. Helena." (St. Helena Housing Update Report, p. 7 (April 2018).)

The City has made and continues to make efforts to address the need for affordable housing in the City, including providing assistance for the Brenkle Court, Turley Flats and 963 Pope Street projects. The City has also ensured that new non-residential development will assist the City in providing adequate affordable housing, as evidenced by the significant contributions to affordable housing made by the Farmstead Lodging project through its development agreement with the City. These efforts, however, have highlighted the challenges of providing housing at all income levels, with the most significant challenge being a limited supply of existing housing stock in the City, and a limited supply of available land for new housing. Given the housing shortage already in existence, losing additional housing stock will only make this problem worse.

The findings in the original Time Share Ordinance also note that the conversion of homes to time sharing projects would eliminate residential dwelling units that would otherwise be available for long term residential use. This continues to be true, as a home that is used for time share purposes will no longer be available for households to use as their long term residence. This threat to the City's existing housing stock is not insignificant. The publicity regarding Pacaso's rise as a company speaks to a pent up demand for homes that could be converted to time share use, reducing available housing stock for long term use. Pacaso's co-founder has indicated that "[t]here are tens of millions of families that aspire to own second homes but are unable to, due to reasons of cost." (Just Five Months Old, Zillow Co-founder's Pacaso Claims It's Already A Unicorn" Noah Kirsch, March 24, 2021 (www.forbes.com/sites/noahkirsch/2021/03/24/just-five-months-old-zillowcofounders-pacaso-claims-its-alread-a-unicorn/.)) In discussing Pacaso's model, Dan Wenhold of the venture capital firm Fifth Wall said "[t]hey were taking a previously illiquid asset, which was a timeshare, and making it affordable for the masses, also making it attainable for folks who wanted to own a second home but previously weren't able to." ("Pacaso, the Proptech Startup Founds by Zillow Alums, Raises $125M Series C" Sophia Kunthara (September 14, 2021) (news.crunchbase.com/news/proptech-startup-pacasoraises-125m-series-c.)) Creating a new market for these prospective buyers who otherwise would not buy second homes unquestionably increases demand for these homes by creating an incentive for timeshare companies to buy up residences to meet this market demand. Creating more demand, and reducing supply, will further

ratchet up housing costs, exacerbating the already significant housing shortage in the City.

ii. Impacts to Character of the City's Residential Districts

The City Council additionally found as part of the adoption of the original Time Share Ordinance that time-sharing projects have the same character as commercial hotels, motels and other transient occupancy uses due to their transient nature and to the multiple short-term occupancies by those participating in time-sharing projects. The Council concluded that this commercial or quasi-commercial like use is inappropriate in residential areas due to the increased traffic generation and multiple occupancies disturbing the peace and quiet of residential neighborhoods. This continues to be the case, as the nature of time share uses of residential property is different than the typical long term residential uses for which the residential districts of the City are intended.

The complaints that have been made by some local residents regarding the Pacaso homes are illustrative of the distinctions between time share uses and long term residential uses. A sampling of the email complaints received by the City are included in Attachment No. 2 to this Staff Report. The complaints received center on concerns over more intense traffic and parking issues, outdoor parties and conversations going late into the evening, sometimes as late as 2 A.M. One neighbor complained of outdoor lighting shining into her daughter's room at night. They complained of traffic and inadequate parking for the visitors to these homes. Further, neighbors have noted that with each turnover from one stay to another, cleaning and landscaping crews come to clean the unit and prepare it for the next user. While this level of maintenance is appropriate for a commercial vacation property, it impacts the residential character of the surrounding area by adding parking and noise burdens in the neighborhood. Living next door to a home where the residents turnover every 2-14 days, and professional cleaning and landscaping crews come to the property between each visit is much more akin to living by a commercial lodging project than a residential home. This is not at all surprising, given that these time share homes are used by people who are on vacation. While long term residents may have an occasional party at their home, the time share model means that these residences are constantly being used by people who are on vacation, hosting parties or celebrating special occasions. These activities by their nature are more intense than typical residential use of property.

The intensity of this use is a significant reason that these uses can change the character of a residential neighborhood. Long term residents, whether owners or renters, will occasionally have guests, and will occasionally have parties, but these time-share homes are used exclusively by people who are coming to the City on a short term basis for vacation or leisure. People will naturally stay out later, entertain more and gather in larger numbers while on vacation. That is the reason that these uses are more appropriate in non-residential areas that are intended to cater to the City's visitors and tourists. Time share uses can change the character of a residential neighborhood by having it serve not only as a residential area but also a visitor lodging area, and subjecting it to the impacts that come with that more intense land use.

In their marketing materials, Pacaso cites this intensity of use as a benefit, indicating that having these units filled with visitors seven days a week will benefit the local economy, since these visitors will patronize local businesses. (pacaso.com/communities) However, as noted above, the City strives through its General Plan to achieve a balance between benefits to the local economy and maintaining the character of the City. The City seeks to achieve this balance by promoting "sustainable tourist practices that allow the City to enjoy the economic benefits of visitors to the region while maintaining the authentic smalltown quality of life, (General Plan p. 3-9) and striving to achieve a local economy that "will meet the basic needs of residents, while balancing the benefits and impacts of visitors." (General Plan p. 1-15.) Bringing more visitors into residential neighborhoods to improve the local economy does not help to achieve that balance. It instead tips the scales in favor of the local economy, at the expense of the residential character of these neighborhoods.

The nature of the timeshare use itself can impact the residential character of the City's residential districts because it will ensure that the time share users can only use their property for a limited amount of time each year. In the case of Pacaso owners, each stay is limited to 2-14 days. As discussed above, in the Ewing v. City of Carmel-by-the-Sea case, the California Court of Appeal found that short term rentals would affect the essential character of a neighborhood and the stability of a community. The Court noted that "[s]hort term rentals have little interest in public agencies or in the welfare of the citizenry. They do not participate in local government, coach little league, or join the hospital guild. They do not lead a Scout troop, volunteer at the library, or keep an eye on an elderly neighbor. Literally they are here today and gone tomorrow—without engaging in the sort of activities that weld and strengthen a community."

This same problem is present with time-share uses. Each co-owner is in the unit on a short-term basis, and without the time to participate in the types of activities or build the relationships that create the fabric of a community. At the April 28, 2021 council meeting several Pacaso co-owners spoke of their experiences in St. Helena. All of them spoke of their affection for the community and the traditions they had established, but these were centered on attending local events and visiting shops, restaurants and wineries. These types of transactional activities are all beneficial to the City's local economy and are what the City hopes to see from visitors to the City, but it is not the type of community involvement described in the Ewing case that binds and strengthens a residential community. Given the City's desire to strike a balance between the demands of the City's visitor and tourist economy, and retaining its small town character and quality of life, the City has an interest in maintaining housing stock in its residential districts for long-term residents who will engage in the community in the manner described by the Court in Ewing, to the betterment of the entire community.

C.Proposed Amendments to the Time Share Ordinance

The proposed Ordinance would make certain changes to the City's Existing Time Share Ordinance, as described below.

1.Findings and Establishment of New Chapter

The proposed Ordinance includes detailed recitals and findings describing the policy bases for the City's regulation of time share uses. The findings are consistent with the findings made as part of the original Time Share Ordinance, but more detail has been added. The policy bases for the proposed Ordinance are discussed in the sections above, and further discussion is not necessary here.

The proposed Ordinance also relocates the restrictions on time share uses to its own chapter at Chapter 17.138. The Time Share Ordinance is currently located in Chapter 17.112, General Site Design and Development Standards. City staff believes that with the added level of detail in the Proposed Ordinance, these provisions merit being located in a separate chapter, and has changed the location of the Timeshare Ordinance accordingly.

2.Definitions

The Proposed Ordinance amends the definitions that are used to define time share uses, with the new definitions set forth in Section 17.138.020. The new definitions are modeled on the definitions utilized by the state to regulate time-shares in the Vacation Ownership and Time-Share Act of 2004 (Bus. & Prof. Code §§11210¬11288), but are modified somewhat to better apply in the land use regulation context.

The new ordinance includes a number of definitions that work in concert to define a timeshare use. The ordinance defines a "time-share use" as the use of one or more accommodations, or any part thereof, as part of a time-share property pursuant to a timeshare plan. An "accommodation" is defined in this Chapter to include a range of residential units that could potentially be used for time-share purposes. The types of residential units that can be accommodations are listed at the beginning of Section 17.138.020 in the proposed ordinance. A "time-share plan" is defined in the ordinance, and generally includes any arrangement, plan, scheme or similar device whereby a purchase receives the right to exclusive use of the accommodation, whether through the granting of ownership rights, possessory rights or otherwise, for a period of time less than a full year during any given year. A "time-share property", in turn is defined as one or more accommodations that are subject to the same time-share plan together with any property rights that are appurtenant to the accommodations. A "time-share instrument", is the document or documents that create or govern the operation of the time-share plan.

Therefore a time-share use is the use of a residential property that fits within the definition of an "accommodation" under the ordinance, pursuant to a "time-share plan", which grants each owner of the time-share property exclusive use of the property for a certain period of time each year, but not the full year.

It is important to note that not all properties with multiple owners or owned by business entities (such as LLCs) would constitute a time-share use under these definitions. The definitions focus on the manner in which the accommodation is used, not how it is owned. A time-share plan allows each owner exclusive use of the property for a specific period of time. This manner of use prevents the property from being used for long term residency, and leads to the continual cycling of visitors through the property and the more intense, constant vacation oriented use that the ordinance seeks to limit in residential districts of the City.

A property that is owned by a group of friends or extended family members, whether through a separate business entity or otherwise, will not necessarily mandate that only one owner will be able to use the property at a time. The more formal arrangement found in time-share uses increases the intensity of use, in that each individual time-share owner cycles through the property, whereas families or friends are more likely to use the property together or in groups leading to less transition in the residential neighborhood. The more formal relationship, use of professional property managers and rights to exclusive use found in timeshare uses contributes to the commercial character of the property, with added traffic due to the more frequent turnover of visitors and more frequent cleaning and inspection between each user, which is common for a commercial vacation property, but not for a home owned by family or friends.

3.Enforcement

The new ordinance additionally adopts a new enforcement structure for the City timeshare restrictions, modeled on the City's short-term rental ordinance. The ordinance prohibits both the use of accommodations for time-share use, and the advertisement of accommodations for time-share uses. This will better allow the City to prevent time-share uses in residential neighborhoods before they occur. The proposed Ordinance also outlines the process that will be used to enforce this new Chapter, again based on the City's existing short-term rental regulations. This approach has proved to be effective in enforcing the City's short-term rental regulations, and will help the City to take a more preventative approach to enforcing its time-share regulations as well.

4.Time Share Uses in Service Commercial and Central Business Districts

Finally, while the City's existing Time Share Ordinance did prohibit time-share projects within certain types of residential dwelling units within the City, it does not make distinctions based on the various zoning districts of the City. Given that the primary concerns and impacts of this use arise from the high intensity use of property that negatively impacts the residential character of residential districts within the City, this use may not have the same impacts in commercial districts where visitors can be closer to the amenities in the City that cater to visitors. The proposed new ordinance would allow time-share uses in the Service Commercial and Central Business Districts as conditional uses, provided that such time-share uses would be limited to accommodations in upper floors in conjunction with a mixed use project, would be required to provide at least one parking space for accommodations of two or fewer bedrooms, and at least two parking

spaces for accommodations of three or more bedrooms, and would be subject to such other conditions imposed by the City has part of the conditional use permit process. As part of the application for a time-share use, the applicant would have to provide specific information including a management plan and specific information on the accommodations and any ancillary uses. The City would then review the application process in accordance with its normal process for review of conditional uses. This would allow the City to address potential impacts associated with this use, similar to the approach that the City uses with hotels and other lodging accommodations in these districts.

Consistent with this change, the proposed ordinance updates the list of conditional uses in both the Service Commercial and Central Business Districts to include time share uses as regulated by the new Chapter 17.138.

The Planning Commission held a public hearing to consider the proposed ordinance at its regular meeting of March 1, 2022. Following the public hearing, the Planning Commission unanimously recommended that the City Council adopt the proposed ordinance. City staff has made minor, non-substantive edits to the proposed ordinance that went to the Planning Commission to correct typographical errors, and to add the sections amending the list of conditional uses in the Service Commercial and Central Business Districts.

FISCAL IMPACT
None

RECOMMENDED ACTION
Staff recommends that the City Council introduce by title only and waive further reading of an Ordinance Adding Chapter 17.138 "Time Share Uses" and Sections 17.138.010-17.138.060 to Title 17, Zoning, of the St. Helena Municipal Code, amending sections 17.48 (Central Business) and 17.52 (Service Commercial) and Deleting Section 17.112.130 of the St. Helena Municipal Code.

ATTACHMENTS
Attachment 1-St. Helena Time Share Ordinance-Final
Attachment 2-Community email comments

CITY OF ST. HELENA

ORDINANCE NO. _____

ADDING CHAPTER 17.138 "TIME SHARE USES" AND SECTIONS 17.138.010 – 17.138.060 TO TITLE 17, ZONING, OF THE ST. HELENA MUNICIPAL CODE, AMENDING SECTIONS 17.48.030 AND 17.52.030 AND DELETING SECTION 17.112.130 OF THE ST. HELENA MUNICIPAL CODE

WHEREAS, the City of St. Helena is a popular tourist destination, known for its scenic Napa Valley location, exceptional wineries and restaurants, historic Main Street and small town agricultural character; and

WHEREAS, preserving the rural, small town quality and agricultural character of the City of St. Helena has been a focal point of the City's land use planning for decades, and remains a primary focus in the City's 2040 General Plan; and

WHEREAS, the City of St. Helena stands out in the Napa Valley for its ability to attract visitors while also supporting the needs of its resident population. Maintaining the balance between the quality of life for residents and those who work in the City and the visitors who help to sustain the City's tourist economy is key to maintaining a sustainable community and a stable economy; and

WHEREAS, the City values and welcomes all visitors to the City and recognizes their contributions to the City's economy, but finds that in order to maintain the City's long term viability as a community where people not only come to visit, but also live, work and contribute to the long term betterment of the community through participation in the City's schools, local community groups, civic government and local serving businesses, the City must maintain a balance between residential land uses and visitor serving uses; and

WHEREAS, the City's existing housing stock is significantly impacted, with demand outweighing supply, resulting in extremely high housing prices as detailed in the accompanying staff report. A limited supply of suitable vacant land, exorbitantly high land costs, and limitations in the City's existing infrastructure, among other factors, have limited the construction of additional housing in the City of St. Helena; and

WHEREAS, according to the U.S. Census Bureau, the current median household income in the City of St. Helena is $90,031, while the estimated value of owner-occupied housing units from 2015-2019 was approximately $1,112,100, with current real estate listings suggesting that prices are increasing significantly, meaning that homes in the City are not affordable to the median household in the City; and

WHEREAS, as noted in the St. Helena Housing Update Report prepared for the City in April 2018, "St. Helena has more local jobs than people in the labor force, demanding large numbers of commuters to fill local jobs. Workers commute daily into

St. Helena, many because there is no local housing that is affordable at the incomes that they make. Thirty six percent (36%) of St. Helena households cannot afford market rents while seventy percent (70%) of St. Helena households cannot afford to purchase a home. Paramedics and preschool teachers cannot afford St. Helena's market rents. Teachers, registered nurses, winery and hospitality managers and nonprofit directors cannot afford homeownership in St. Helena"; and

WHEREAS, the City has made significant efforts to address the need for housing at lower income levels, of which recent examples include providing assistance to local nonprofit Our Town St. Helena for the Brenkle Court development, a mutual self-help housing development providing homeownership opportunities to eight low income working families, as well as the acquisition of a home located at 963 Pope Street using a charitable sale strategy. The property at 963 Pope Street is being developed with an additional four units to provide a total of five new affordable rental units in the City; and

WHEREAS, further, in connection with the recently approved Farmstead lodging project, the City negotiated with the developer to contribute one million dollars toward the purchase of property to be used for the development of not less than twenty units of housing that will be affordable to low and very low income households, and an additional two million two hundred thousand dollars to be used more generally toward the development of affordable housing in the City; and

WHEREAS, the City additionally provided substantial financial assistance to the recently completed Turley Flats Affordable Housing development, which provides eight units of rental affordable housing in a three story building located at 1105 Pope Street; and

WHEREAS, these efforts have helped to address the City's need for affordable housing, but have also highlighted the challenge of providing sufficient housing to meet demand, particularly at more affordable levels, due to the significant costs of acquiring housing or land for the development of housing in the City and the limited supply of such land; and

WHEREAS, the conversion of existing residential units to uses other than long-term residential use will further reduce the City's existing long-term housing supply, causing further imbalance between the demand for housing in the City and the existing supply, not only altering the character of the City's residential neighborhoods, but also presenting further challenges to the City's efforts to provide affordable housing within the community; and

WHEREAS, the City additionally has, for many years, worked to preserve its existing housing stock for long term residential use, both to maintain the character of its residential neighborhoods and prevent residential districts from becoming visitor and tourist serving districts, and to ensure that it would not be converted to uses other than long-term residential uses; and

WHEREAS, to this end, in 1982 the City adopted Ordinance No. 82-07, which prohibited the creation of time-share projects as a means of ownership of any single-family, two-family or multiple-family dwelling or any apartment house within the City. This restriction was imposed because the conversion of residential dwelling units to time-sharing projects would eliminate residential dwelling units that would otherwise be available for long-term occupancies, and were inappropriate in residential areas because those uses have the same character as commercial hotels, motels and other transient occupancy uses, and would result in increased traffic generation and multiple occupancies disturbing the peace and quiet of residential neighborhoods; and

WHEREAS, the City has historically not received complaints about time-sharing uses in residential neighborhoods. Commencing in 2020, however, the City began receiving complaints regarding single family homes in the City that were being sold and/or marketed as "fractional ownership" or "co-ownership" homes, wherein each buyer may acquire a one-eighth interest in a limited liability company that will own the home. Under the structure pursuant to which these dwelling units are marketed and sold, each owner gets a one-eighth share along with the right to use the home for one-eighth of each year indefinitely. During each owner's usage period, that owner has exclusive use of the entire house. All rentals are prohibited; only owners and their guests are permitted to use the house. Each owner pays regular assessments to fund the operating costs of the home and maintenance reserves; and

WHEREAS, this arrangement, which provides that each purchaser is entitled to exclusive use of the property for a fixed number of days each year, is a "time-share plan" as defined in Business and Professions Code section 11212, and a "time share program" as defined in Section 17.112.130 of the City's Municipal Code; and

WHEREAS, the City has received numerous complaints regarding these properties, including parking impacts from large numbers of people staying at these properties; excessive noise late into the evening due to frequent outdoor parties; traffic due to frequent visitor turnover; traffic, noise and parking concerns due to frequent visits from cleaning, landscape maintenance and pool cleaning services that come to the properties in between each stay to prepare the home for the next guest; and an inability to maintain lines of communication to set community expectations with the users of the unit, as visitors only frequent the homes for short term stays of 2 to 14 days; and

WHEREAS, the complaints received by the City are reflective of the reasons that the City prohibited time-share projects within residential areas of the City. The time-share uses provide a short-term, high impact vacation oriented use of the property, where those that buy into the time-share use the home for entertaining and short term stays while visiting restaurants, wineries and other tourist oriented locations in St. Helena and the surrounding Napa Valley; and

WHEREAS, this high impact use, combined with the frequent turnover and commercial management of these properties is not consistent with the residential districts in which they are located. It is commercial in nature, in that these time-share

uses are structured as a short-term, tourist oriented, visitor serving use of the subject properties. The use of these properties as time-shares adds excessive noise and traffic to residential districts by using these properties for high impact tourist oriented uses more appropriately located in commercial districts of the City; and

WHEREAS, expanded use of residential properties for time-share uses will further reduce the availability of housing stock for long-term residential use, and create a new demand for time-share uses of residential properties; and

WHEREAS, this encroachment of tourist oriented, visitor serving uses in residential neighborhoods will not only compromise the residential character of these areas, but will also further increase the costs for housing in the City, undermining the City's efforts to provide a balance of housing for all income levels in the City; and

WHEREAS, the City's authority to enact zoning ordinances is based on the powers accorded cities and counties under the State constitution to make and enforce police regulations. This police power grants the City broad authority to regulate the development and use of real property within its jurisdiction to promote the public welfare; and

WHEREAS, pursuant to and in accordance with this authority, the City Council desires to reaffirm its restrictions on time-share uses in residential areas, and to update the language of the Zoning Code to provide consistency with the terminology used to define time-share uses in State law. Further, the City desires to provide greater clarity as to the zoning districts in which time-share uses are permitted as conditional uses, and the standards pursuant to which they will be reviewed in those zoning districts; and

WHEREAS, the Planning Commission of the City of St. Helena held a duly noticed public hearing on March 1, 2022, as required by law to consider all the information presented by staff, and public testimony presented in writing and at the meeting; and

WHEREAS, on March 1 2022, the Planning Commission of the City of St. Helena recommended that the City Council adopt this Ordinance amending the Municipal Code as described herein by a 5-0 vote; and

WHEREAS, on March 22, 2022, the City Council held a duly noticed public hearing, accepting testimony from the public, and discussed the proposed amendments and staff's recommended approval of this Ordinance; and

WHEREAS, the proposed zoning amendments are consistent with the General Plan goals, policies and implementation programs as the Ordinance will continue to preserve the agricultural, small town character of the City of St. Helena; will preserve the City's residential districts for residential uses; and will help to preserve the City's existing housing stock for long term residential uses, to avoid further exacerbating the existing impacts on the City's housing supply; and

Now, therefore, the City Council of the City of St. Helena does hereby ordain as follows:

SECTION 1: The above recitals are hereby incorporated as though set forth in this section.

SECTION 2: Chapter 17.138 and sections 17.138.010 – 17.138.060 are hereby added to Title 17 of the St. Helena Municipal Code, to read as follows:

"Chapter 17.138

TIME-SHARE USES

17.138.010 Purpose and Findings

17.138.020 Definitions

17.138.030 Time-share Uses Restricted to Service Commercial (SC) and Central Business (CB) Districts

17.138.040 Application Process and Development Standards

17.138.050 Violations, Enforcement and Civil Penalties

17.138.010 Purpose and Findings

A. There is a critical shortage of permanent, long-term housing in the City of St. Helena.

B. A limited supply of suitable vacant land, land values, and market demand for land for other uses, including but not limited to use of property for vineyards, have limited the construction of additional housing in the City of St. Helena.

C. St. Helena is a popular tourist destination known for its scenic Napa Valley location, exceptional wineries and restaurants, historic Main Street and small town agricultural character.

D. The City of St. Helena stands out in the Napa Valley for its ability to attract visitors while also supporting the needs of its resident population. Maintaining the balance between the quality of life for residents and those who work in the City and the visitors who help to sustain the City's tourist economy is key to maintaining a sustainable community and a stable economy.

E. Time-share uses are not an appropriate land use in the City's residential districts due to the multiple occupancy of time-share properties, the short-term, tourist oriented use of such property and commercial management of time-share facilities, all of which

create increased traffic generation, excessive noise, disruption to residential communities through commercial-level maintenance of the time-share facilities, and therefore are appropriately confined to commercial zoning districts.

F. Conversion of permanent housing to time-share facilities removes existing housing units from the City's existing stock and exacerbates an already severe housing shortage.

G. It is therefore in the public interest to prohibit conversions of existing housing units into time-share facilities, as to do so eliminates needed housing stock by diverting those units to a tourist-oriented, commercial use.

17.138.020 Definitions

For purposes of this Chapter, the following words and phrases shall have the meaning respectively ascribed to them by this Section:

"Accommodation" means any dwelling unit, apartment, condominium or cooperative unit, hotel or motel room, or other structure constructed for residential use and occupancy, including but not limited to a single family dwelling, or unit within a two family dwelling, three family dwelling, multiple family dwelling, or townhouse dwelling as defined in Section 17.04.160.

"Building" shall have the meaning ascribed to it by Section 17.04.160.

"Dwelling unit" shall have the meaning ascribed to it by Section 17.04.160.

"Managing entity" means the person who undertakes the duties, responsibilities and obligations of the management of a time-share plan.

"Person" means a natural person, corporation, limited liability company, partnership, joint venture, association, estate, trust, or other legal entity, or any combination thereof.

"Time-share instrument" means one or more documents, by whatever name denominated, creating or governing the operation of a time-share plan and includes the declaration dedicating accommodations to the time-share plan.

"Time-share interest" means the right to exclusively occupy a time-share property for a period of time on a recurring basis pursuant to a time-share plan, regardless of whether or not such right is coupled with a property interest in the time-share property or a specified portion thereof.

"Time-share plan" means any arrangement, plan, scheme, or similar device, whether by membership agreement, bylaws, shareholder agreement, partnership agreement, sale, lease, deed, license, right to use agreement, or by any other means, whereby a purchaser, in exchange for consideration, receives the right to exclusive use of an accommodation or accommodations, whether through the granting of ownership rights, possessory rights or otherwise, for a period of time less than a full year during any given

year, on a recurring basis for more than one year, but not necessarily for consecutive years.

“Time-share property” means one or more accommodations subject to the same time-share plan, together with any other property or rights to property appurtenant to those accommodations.

“Time-share use” means the use of one or more accommodations or any part thereof, as a time-share property pursuant to a time-share plan.

17.138.030 Time-share Uses Restricted to Service Commercial (SC) and Central Business (CB) Districts

Time-share uses are conditional uses within the City’s Service Commercial (SC) District and Central Business (CB) District, subject to approval of a conditional use permit applied for and approved in conformance with this Chapter. Time-share uses are not permitted in all other Zoning Districts in the City.

17.138.040 Application Process and Development Standards

A. Application Process. Approval of a conditional use permit for time-share uses in the Service Commercial District or Central Business District shall be required in accordance with the requirements of Chapter 17.168. In addition to the application requirements contained in Chapter 17.168, an application for a time-share use shall be accompanied by the following documents which shall be subject to the approval of the planning director:

1. Management Plan. A management plan shall describe the methods employed by the applicant to guarantee the future adequacy, stability, and continuity of a satisfactory level of management and maintenance of the time share use.

2. Application Requirements. In addition to any application requirements established by this section and any other applicable requirements of this code, the following information shall be submitted as part of any application to develop or establish a time-share use:

a. Typical floor plans for each accommodation.

b. The phasing of the construction of the accommodations on the time-share property, if applicable.

c. A description of any ancillary uses which are proposed in conjunction with the time share use.

d. A description of the method of management of the time share use and indication of the management entity for the time-share property.

e. Any restrictions on the use or occupancy of the accommodations.

f. Any other information or documentation the applicant, city staff or commission deems reasonably necessary to the consideration of the time-share use, including any required environmental documents.

B. Development Standards and Operational Requirements. Notwithstanding any other provision of this chapter, the following conditions must be met by any time-share use in any conditionally permitted zone. Additional requirements may be attached to a conditional use permit or development agreement if found to be necessary to assure that the time-share use meets the intent of this chapter:

1. Time-share uses developed in the Service Commercial District or Central Business District shall be limited to accommodations in upper floors in conjunction with a mixed-use project.

2. No existing residential use in the Service Commercial or Central Business District shall be converted to a time-share use.

3. Development Standards. The time-share use shall comply with all development standards for the zone in which it is located.

4. Parking. Parking shall be provided as follows:

a. For accommodations of two or fewer bedrooms, one parking space shall be provided for each accommodation.

b. For accommodations of three or more bedrooms, two parking spaces shall be provided for each accommodation.

4. Modification or Waiver of Standards. The planning commission may modify or waive one or more of the regulations contained in this section if it determines that strict compliance is not necessary to achieve the purpose and intent of this section.

17.138.060 Violations, Enforcement and Civil Penalties

A. Any responsible person, including but not limited to an owner of a time-share interest, management entity, agent, or broker who uses, or allows the use of, or advertises or causes to be printed, published, advertised or disseminated in any way and through any medium, the availability for sale or use of an accommodation in violation of this chapter is guilty of a misdemeanor for each day in which such accommodation is used, allowed to be used, or advertised for sale or use in violation of this chapter. Such violation shall be punishable pursuant to Chapter 1.20.

B. Time-share use, and/or advertisement for time-share use, of an accommodation in violation of this chapter is a threat to public health, safety or welfare and is thus declared to be unlawful and a public nuisance. Any such nuisance may be abated and/or restored by the enforcement official and also may be abated pursuant to Chapter 1.12, except that the civil penalty for a violation shall be one thousand dollars ($1,000.00). Each day the violation occurs shall constitute a separate offense.

C. Any responsible person who violates this chapter shall be liable and responsible for a civil penalty of one thousand dollars ($1,000.00) per violation per day such violation occurs. The city may recover such civil penalty by either civil action or administrative citation. Such penalty shall be in addition to all other costs incurred by the city, including without limitation the city's staff time, investigation expenses and attorney's fees.

1. Where the city proceeds by civil action, the court shall have discretion to reduce the civil penalty based upon evidence presented by the responsible person that such a reduction is warranted by mitigating factors including, without limitation, lack of culpability and/or inability to pay. Provided, however, that in exercising its discretion the court should consider the purpose of this chapter to prevent and deter violations and whether the reduction of civil penalties will frustrate that purpose by resulting in the responsible person's enrichment or profit as a result of the violation of this chapter. In any such civil action the city also may abate and/or enjoin any violation of this chapter.

2. Where the city proceeds by administrative citation, the city shall provide the responsible person notice of the right to request an administrative hearing to challenge the citation and penalty, and the time for requesting that hearing.

a. The responsible person shall have the right to request the administrative hearing within forty-five (45) days of the issuance of the administrative citation and imposition of the civil penalty. To request such a hearing, the responsible person shall notify the city clerk in writing within forty-five (45) days of the issuance of the citation. The appeal notification shall include all specific facts, circumstances and arguments upon which the appeal is based.

b. The city manager is hereby authorized to designate a hearing officer to hear such appeal. The city hearing officer shall conduct a hearing on the appeal within ninety (90) days of the request for the hearing unless one of the parties requests a continuance for good cause. The hearing officer shall only consider those facts, circumstances or arguments that the property owner or responsible person has presented in the appeal notification.

c. The hearing officer shall render a decision in writing within thirty (30) days of the conclusion of the hearing. The hearing officer shall have discretion to reduce the civil penalty based upon evidence presented by the property owner or responsible person that such a reduction is warranted by mitigating factors including, without limitation, lack of culpability and/or inability to pay. Provided, however, that in exercising its discretion the hearing officer should consider the purpose of this chapter to prevent and deter violations and whether the reduction of civil penalties will frustrate that purpose by resulting in the property owner's or responsible person's enrichment or profit as a result of the violation of this chapter.

d. Any aggrieved party to the hearing officer's decision on the administrative appeal may obtain review of the decision by filing a petition for writ

of mandate with the Napa County superior court in accordance with the timelines and provisions set forth in Government Code Section 53069.4.

e. If, following an administrative hearing, appeal, or other final determination, the owner of the property is determined to be the responsible person for the civil penalty imposed by this section, such penalty, if unpaid within forty-five (45) days of the notice of the final determination, shall become a lien to be recorded against the property on which the violation occurred pursuant to Chapter 1.12. Such costs shall be collected in the same manner as county taxes, and thereafter the property upon which they are a lien shall be sold in the same manner as property now is sold for delinquent taxes.

D. Any violation of this chapter may also be abated and/or restored by the enforcement official and also may be abated pursuant to Chapter 1.12, except that the civil penalty under Chapter 1.12 for a violation shall be one thousand dollars ($1,000.00).

E. Each day the violation of this chapter occurs shall constitute a separate offense.

F. The remedies under this chapter are cumulative and in addition to any and all other remedies available at law and equity."

SECTION 3: Deletion of Section 17.112.130

Section 17.112.130 is hereby deleted in its entirety.

SECTION 4: Amendment of Section 17.48.030

Section 17.48.030 is hereby amended to add the following text as a separate line immediately following "Theaters, movie and legitimate;", and immediately prior to "Tobacco/smoke shop, including the sale of tobacco, tobacco and/or nicotine products and equipment for smoking;":

"Time share uses, pursuant to Sections 17.138.030 and 17.138.040;"

SECTION 5: Amendment of Section 17.52.030

Section 17.52.030 is hereby amended to add the following text as a separate line immediately following "Theaters, movie and legitimate;", and immediately prior to "Tobacco/smoke shop, including the sale of tobacco, tobacco and/or nicotine products and equipment for smoking;":

"Time share uses, pursuant to Sections 17.138.030 and 17.138.040;"

SECTION 6: CEQA

This ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines (the Guidelines), and the environmental regulations of the City. The City Council hereby finds that this ordinance is not subject to CEQA because the adoption of this ordinance is not a "project" pursuant to Sections 15060(c)(2) and 15060(c)(3) of Title 14 of the California Code of Regulations.

Moreover, under Section 15061(b)(3) of the State CEQA Guidelines, this ordinance is exempt from the requirements of CEQA because it can be seen with certainty that the provisions contained herein would not have the potential for causing a significant effect on the environment.

SECTION 6: Effective Date

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

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the _____ day of _____, 2022, and was adopted at a regular meeting of the St. Helena City Council on the _____ day of _____, 2022, by the following vote:

Mayor Ellsworth: _____
Vice Mayor Dohring: _____
Councilmember Chouteau: _____
Councilmember Hardy: _____
Councilmember Hall: _____

APPROVED:

_____
Geoff Ellsworth, Mayor

ATTEST:

CITY OF ST. HELENA

_____
Cindy Tzafopoulos, City Clerk

From: Mari Jansdotter <mjansdotter@yahoo.com>
To: Anna Chouteau
Sent: 6/8/2021 7:25:45 AM
Subject: Re: [External] 1242 Madrona pictures Re: Pacaso

Thank you, Anna, for your kind reply.

I'm sorry you all have to go through this lawsuit by Pacaso and hope the judge find in your favor.

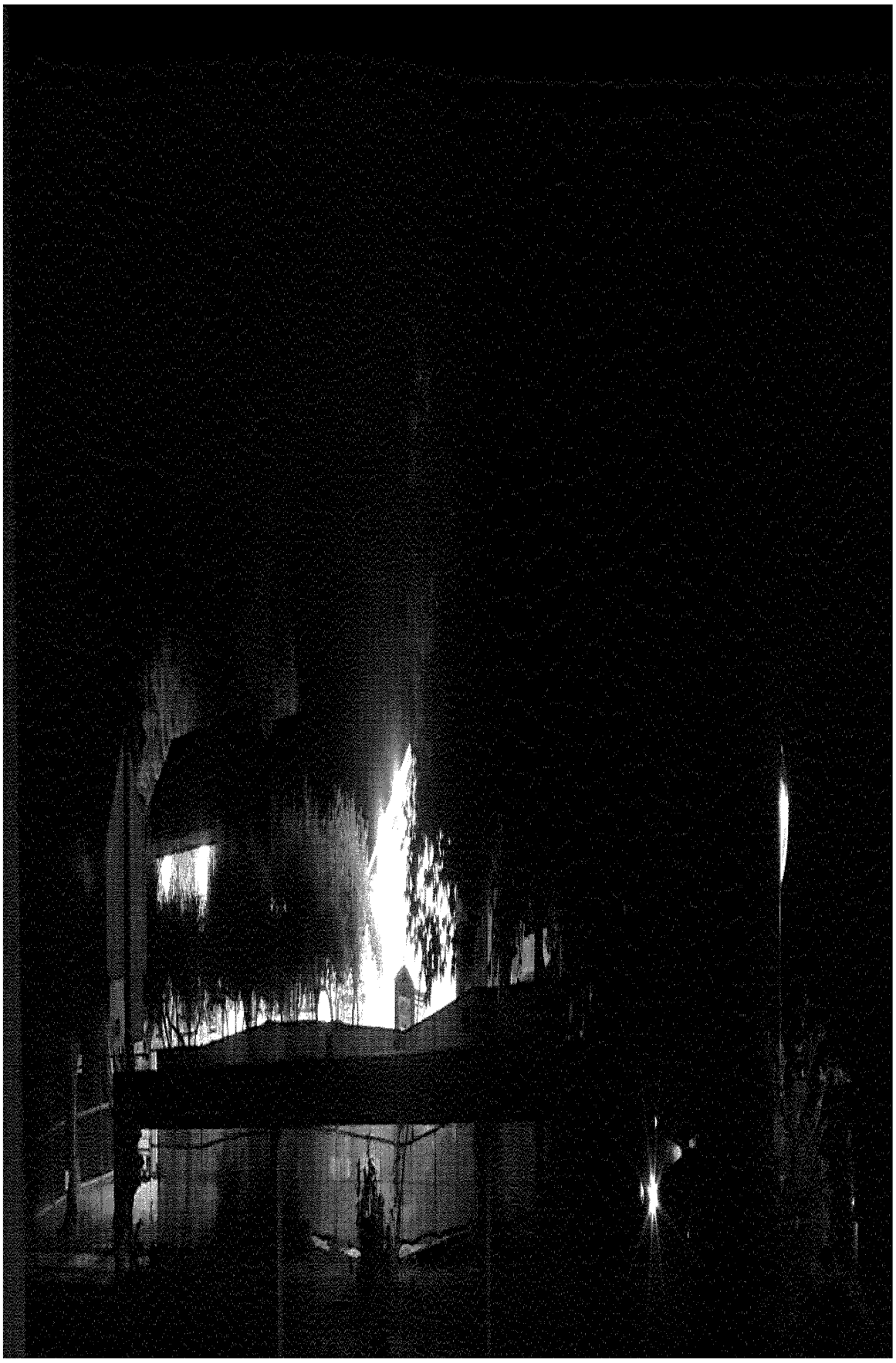
I have a follow-up question. Do you know who I should address it to?

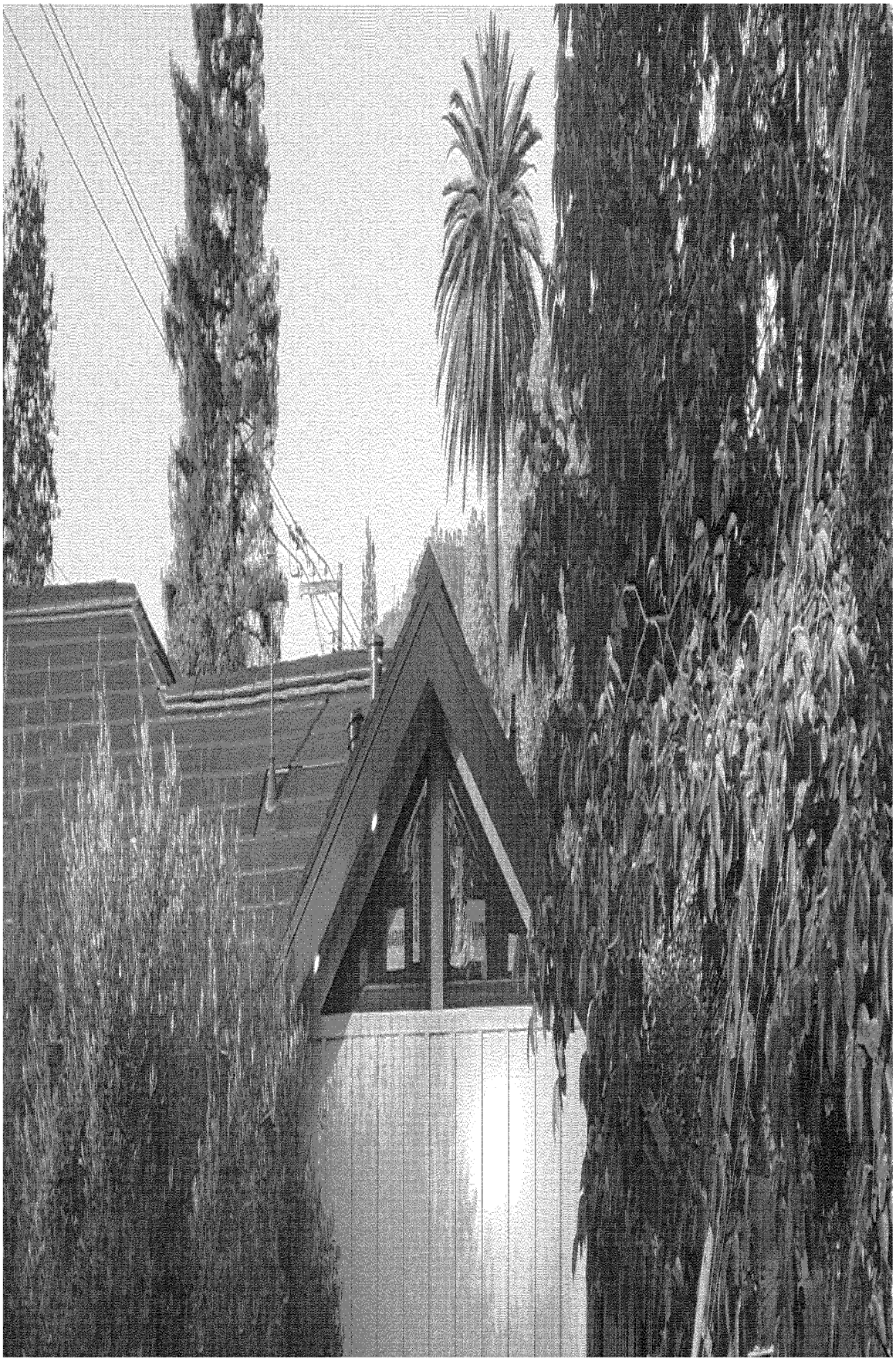
The Pacas house building on Kearney across the street from us has installed lights under the roofline that are on all night and installed in such a way they shine straight into our house, especially my daughter's bedroom.

Are there any ordinances that I could refer to that help me ask them to please cover / redirect those lights or at least turn them off after 10 p.m?

Thank you!

Best
Mari





Sent from Yahoo Mail on Android

On Tue, Jun 8, 2021 at 7:12 AM, Anna Chouteau <AChouteau@cityofsthelena.org> wrote:

> Hi Mari,
>
> Thank you for your email. I forwarded your email to City staff about the specific permitting questions. Our planning director is out of the office this week.
>
> We are defending ourselves in the lawsuit. Our City Attorney filed an anti-SLAPP motion that is now public information and the hearing will be coming up this summer.
>
> All my best,
> Anna
>
> Sent from my iPad
>
> On Jun 7, 2021, at 6:01 PM, Mari Jansdotter <mjansdotter@yahoo.com> wrote:
>
> To clarify, do they have permit allowing the new structure going up at 1242 Madrona?
>
> The rendering from original sales listing shows a trellis (see attached) but a structure looking like a live-on unit close to (and taller than) the Oak neighbour' fence is being built. See pictures from today
>
> <20210607_175202.jpg>
>
> <20210607_175219.jpg>

Sent from Yahoo Mail on Android

On Mon, Jun 7, 2021 at 5:38 PM, Mari Jansdotter <mjansdotter@yahoo.com> wrote:

> Thank you for doing all you can to stop Pacaso!
>
> I am not o.k. with Pacaso's violation of city ordinance and I support the city's legal fight.
>
> In addition to signing the petition and putting a No Pacaso sign outside my home, what else can we on the community do to help, please?

I finally afforded my dream home after moving several times the last 10 years, only to a year later have 4! of these Pacaso 'time share' like vacation LLC/commercially owned houses popping up in my neighborhood.

I'm devastated - this is supposed to be a residential area!!

I am very worried about my family's safe & peaceful living situation, now that I'll be impacted by 4 of these houses (one across the street) - each with 8 groups of owners and/or their guests circulating in and out all year round.

Many Pacaso have 4 bedrooms that easily accommodate 8+ people, and pool in the backyards with outdoor areas for gatherings/parties.

It's a huge difference having your neighbor throwing an occasional party versus non-stop having a new group of people next door visiting for thier token time of vacation / partying.

Pacaso houses also come with increased parking problems as these properties tend not have garages or driveways (often transformed into addl bedroom).

Specifically would you mind looking into building code the one at 1242 Madrona / Oak? Looks like they're adding a guest house with vary narrow set back from the oak side neighbor. Is that an approved building? Maybe they're getting around that by making it a partial garage?

Add to that, the 4 Pacaso houses are all in close proximity of RLS with kids walking / biking to and from school.

What are the safety concerns that this is imposing with new people circulating in and out all year round and increased car traffic? Worst case scenario there will be a liability situation that will put a stop to Pacaso.

Please, please stop Pacaso before we even get close to that.

Respectfully,

Mari Jansdotter

Sent from Yahoo Mail on Android

PACASO = PARTY HOUSES!

Debbie Polverino 5/11/2021

To the members of the City Council. In the recent Napa Register article, Austin Allison agrees that short term rentals are a problem, that commercial Timeshares are a problem- that's not what Pacaso is he said. Yet, Pacaso listed the Valley View Street "Pool House" as a 1/8 Timeshare Ownership property. After the city was notified by several concerned citizens and myself regarding "timeshares" listed for sale in residential zoned areas, Pacaso changed its online marketing from "1/8 Timeshare Ownership to 1/8 Shared Ownership. Owners who purchase still share the property in available time slots just like a timeshare.

Living next door to a Pacaso home has been living next door to a full-time party house! The constant music with speakers blaring, loud conversations until 2 am and later, noise violations along with excessive vehicles parked on the street or in front of our homes. The additional noise of gardeners blowing dirt and leaves into our yard, Pool service, catering trucks, housekeeping scheduled more frequently. Open houses are held with statements made with, "this is a great place for pool parties and entertaining, it's a perfect place to bring friends and extended family."

This home on Valley View Street was a weekend getaway home for the previous owners who had loud weekend parties. It was a constant nightmare and all the homes nearby complained. Now the property has been split up to 8 owners. The Saint Helena P.D. has already been to this home at least 3 times for noise violations after 10pm. There must be a way to stop these repeated violations and offenders.

Pacaso's has written policies for its owners on their website that they must adhere to. No parking on the street, no parties, no noise after 9pm to 7am, no dogs over 80 pounds. Policies have been broken several times already from each group including the Pacaso's owners.

According to Mr. Allison, Saint Helena is running a dishonest campaign against Pacaso. Pacaso claims discrimination of outside ownership which is not the case. As we all know we welcome all people the opportunity to live in our quiet small town. Pacaso selling an 1,100 square foot home which is smallest of any home on our street for $1.7M is dishonest in my opinion. This is what he says is affordable housing for second home buyers who are paying in full, plus maintenance fees?

When commercial companies buy a dozen homes in Napa Valley and plans additional purchases to be split up to 8 shares it is not committed to the community or our quiet neighborhoods. Zoning is in place for a reason. Commercial companies operating in full time residential streets should adhere to the rules that are in place and only buy up in areas where other vacation homes are abundant and not a disruption.

What happens should we decide to sell our home? How will people feel about buying next door to a home owned by 8 owners who don't know each other and all come at different time slots for as little as 2 days at a time? We will have to disclose this information. This put a negative mark on our property. This is something I want you to think about! Say NO to Pacaso! Thank you.

From: Amy Caldarola <amycal@comcast.net>
To: Paul Dohring
CC: Anna Chouteau; Lester Hardy; Eric Hall
Sent: 5/23/2021 1:04:24 PM
Subject: [External] Picaso

Dear Council Members,

This is Amy Caldarola here. I am very concerned about Picaso buying property in our residential neighborhoods under the guise of democratizing home ownership. This is not affordable housing. Picaso properties are time-shares and short-term rentals which violate municipal code provisions. The presence of these properties in residential neighborhoods is inappropriate and will degrade the quality of life. It has already done so with Picaso's property on Valley View; those neighbors are suffering with loud noise, music, and parties that go on to after midnight; even calling the police does not seem to stop them. I support the city in doing everything possible to defeat them. I also support a counter law suit against them if it makes legal sense. With that said, we are fighting for the soul of our community and this needs to be a number one priority. Picaso is in Napa, Sonoma, Healdsburg, and probably will move into Calistoga and Yountville. This is a fight worth fighting. It might be helpful for the affected counties and municipalities to join their resources together to oppose them. Please outline for me what the city is doing and what the plan is.

Thank you. I really appreciate you taking the time to keep me informed on this very important and pressing issue. We must act now!

Sincerely,
Amy Caldarola

May 11, 2021

Good evening City Council members. My name is Clare Barr and I live in St. Helena. Tonight I would like to speak about the Pacaso Vacation Share homes.

I listened carefully to the public comments of Pacaso Share owners made at our last City Council meeting. They sounded sincere in their desire to be a part of the St. Helena community. The problem is they have bought into a business model that will make that nearly impossible.

To be a part of a real community means forming bonds with neighbors. How can that come about with a home next door that has possibly dozens of strangers coming and going, with visits no longer than 14 days at a time, a few times a year? And with the likelihood of visits gifted by other share owners, and a cleaning crew who appears before each arrival, the number swells. With the result that a Pacaso share owner, is viewed by their neighbors as only one in a sea of unfamiliar faces.

And though the intentions of some of the share buyers might be good, can we say the same for all 7 of the remaining shareowners? One of whom might gift a weekend to his brother for a blowout bachelor party? Or as was the case in Napa, a single shareowner who conducted retreats in which close to a dozen visitors would come and go within one stay. That particular shareowner was charging her guests, which is a complication on an entirely different level.

Pacaso would have us believe that their sharebuyers are families who simply want a quiet, lovely getaway. But in actuality, a Pacaso home is built for partying. Their own website says of one offering “This home takes entertaining to new heights”. And yet another listing says that a

particular home “has been completely re-imagined to accommodate families, friends, and large groups”. Another listing offers “year round fun and adventure”.

Now, none of us resent the visitor who wants to have fun. Indeed, our beautiful valley is an ideal place for celebration. And we all do that on occasion. But when you realize that every single visitor owning a Pacaso share has been wooed with the promise of “fun and adventure” within a house “built for entertaining”, then you have the possibility of major partying with each and every visitor, all crammed into stays that last from 2-14 days. This is transient occupancy in our residential neighborhoods that cannot possibly be regulated under the Pacaso system.

There is a reason why we have ordinances in place that designate where tourists and visitors can stay. It allows us to appreciate our visitors, giving them the space and accommodations in which to party and celebrate, while we ourselves can conduct our daily lives in the sanctuary of our residential neighborhoods. Which in turn, are places where we know our neighbors so well that we trust them with our keys, our pets, and even our children. With whom we share joy and sometimes sorrow, and whom are quick to lend a hand in times of crisis.

And if we have learned anything in the last few years, it is that the ability to know and rely on our neighbors is the very thing that sustains our community through thick and thin. A vacation home with a parade of visitors coming and going, does not belong in our residential neighborhoods. Please Say No to Pacaso.

Clare Barr
St. Helena

From: Beth Gray <bgray14@gmail.com>
To: Geoff Ellsworth
Sent: 5/22/2021 3:01:13 PM
Subject: [External] Pacaso

Dear Mr. Mayor,
I am writing to express my strong opposition against the infiltration of Pacaso and their timeshare strategy in the city of Saint Helena. As a full-time resident here in the city (and as your neighbor), I find it atrocious that the city has not been able to stop the infiltration of this community destroying business model. This business will do nothing but destroy our community. As an example, I witnessed the dumping of water from the pool into the creekbed from a home purchased by Pacaso right on the corner of Sylvaner/Reisling as they began to redevelop the home and expect to list it as fractional ownership. Illegal dumping of the pool water with disregard to any of the environmental consequences demonstrates their utter lack of care about the community. Similarly, hearing from the neighbors who live next to a Pacaso home on Valley View, I can only shake my head and sympathize with the poor neighbors having to deal with multiple cars showing up and loud music being played at all hours.

One of the reasons I moved from San Francisco to Saint Helena was to enjoy the quiet sounds of nature, the beautiful outdoors - not to listen to vacationers who only want to party for the two weeks that they have their time in the home. Please protect our city from these timeshares.

I understand the city is being sued. I hope that we can collectively put the necessary resources behind this lawsuit to stop Pacaso from any more timeshares in St. Helena.

Respectfully,
Beth Gray

Cindy Tzafopoulos

From: Richard Seiferheld <seiferheld@me.com>
Sent: Friday, March 18, 2022 11:56 AM
To: Public Comment
Subject: [External] Timeshare Ordinance

I urge the City Council to pass the proposed ordinance to protect our community from the proliferation of time share like uses in our town's residential areas;

Richard Seiferheld
seiferheld@me.com
707 695 0915

Cindy Tzafopoulos

From: Clare Barr <clarekb@comcast.net>
Sent: Friday, March 18, 2022 2:38 PM
To: Public Comment
Subject: [External] City Council meeting 3/22/22 Timeshare Ordinance Revision

Dear City Council,

Please do the right thing for our town and pass the revised timeshare ordinance. We know that a very deceptive push poll regarding Pacaso has been sent to residents, and that it might have resulted in pressure from those who are either disinformed, or represent (and/or benefit from) Pacaso in some capacity. But please know that the majority of St. Helena residents realize this is the best thing for our town, and that it must be passed if we are to sustain our community.

Also know that your attention to this very important matter is much appreciated.

Thank you,

Clare Barr

Cindy Tzafopoulos

From: Ester Akersloot <heliosascarta@gmail.com>
Sent: Friday, March 18, 2022 10:36 PM
To: Public Comment
Subject: [External]

Dear Sir/Madam,

I support passing of the revised ordinance to prevent our city from further exploitation by transient occupancy and timeshare models like Pacaso.

Best Wishes,
Ester Akersloot

Cindy Tzafopoulos

From: Mariam Hansen <wartuhi@comcast.net>
Sent: Saturday, March 19, 2022 1:10 PM
To: Public Comment
Subject: [External] Pacaso

Dear City Council Members,
I urge you to pass the new timeshare ordinance to protect St. Helena's meager housing stock. Its outrageous what Pacaso is trying to do here, in Napa, Sonoma and nationwide.
I have received an email survey asking for my opinion of Pacaso, Zillow and Airbnb. Today we received a telephone survey call and told them our negative opinions in very clear terms. Also today we received a mailer paid for by Pacaso, questioning the activities and motives of all of you, our elected representatives!!
I only wish we knew the status of our lawsuit against Pacaso. Do we have a chance of winning? Will they have to pay our costs if we win??

Your supporter,

Mariam Hansen

Cindy Tzafopoulos

From: Susan McWilliams <susanmcwilliams@comcast.net>
Sent: Saturday, March 19, 2022 11:35 PM
To: Public Comment
Subject: [External] Public comment on timeshare ordinance

In the days before tonight's vote on the amended timeshare ordinance, Pacaso launched a comprehensive disinformation campaign, hounding St. Helena residents with spurious flyers, robo calls, texts and fake phone polls. They obviously fear you will give unanimous approval to the timeshare ordinance amendment that will prevent the further intrusion of Pacaso vacation timeshares into our neighborhoods.
We hope you will do just that. Thank you in advance for supporting St. Helena residents.
Susan McWilliams
St. Helena

Sent from my iPhone

Cindy Tzafopoulos

From: Pat Kenealy <pkenealy1@yahoo.com>
Sent: Sunday, March 20, 2022 1:09 PM
To: Geoff Ellsworth; Paul Dohring; Anna Chouteau; Lester Hardy; Eric Hall; Public Comment
Subject: [External] March 22 City Council vote on Time Share Ordinance

Thanks to you and the Saint Helena Planning Commission for drafting a strong ordinance to protect Saint Helena from predatory time share operators like Pacaso.

I urge you the Council to pass the Ordinance.

Sincerely,

Patrick Kenealy
2995 Spring Street

Cindy Tzafopoulos

From: Pat Smidores <smidores8891@gmail.com>
Sent: Sunday, March 20, 2022 2:31 PM
To: Public Comment
Subject: [External] Comment on Timeshare Ordinance

Dear St. Helena Council Members,

I live in the County of Sonoma but have followed the lawsuit Pacaso filed against the City of St. Helena very closely. It is stunning that they not only sued the City, but individuals as well. Who does that? Greedy corporations looking to scare other cities, counties, elected officials and staff from standing up to them.
As you know, they are losing that fight. Palm Springs and South Lake Tahoe have both sent Cease and Desist orders and the City of Sonoma changed their Municipal Code to keep Pacaso out.
Other Cities are organizing in areas where Pacaso is intruding - Park City, Santa Barbara, Maui and more.

The recent antics of Pacaso with the unsolicited text messages and spam mailers to St Helena residents are proof that Pacaso is running scared.

My neighbors and I support you wholeheartedly in approving this update to your ordinance!

Sincerely,
Pat Smidores
Stop Pacaso Now

Cindy Tzafopoulos

From: Glacier <glacier2627@yahoo.com>
Sent: Sunday, March 20, 2022 2:47 PM
To: Public Comment
Subject: [External] In favor of Updating and tightening the ordinance.

Dear City Council members,
After receiving unsolicited mail from Pacaso I am even more outraged and disgusted by this Company!

I honestly don't understand why anyone would get involved in a business model like this. They are the worst type of timeshare. Not being attached to a resort, there is no fall back when there is storm damage, power outages, smoke in the air for shareholders to go someplace else.

Do people who pay for a share understand they are responsible for 1/8 of all of damages? 1/8 of any lawsuit the home is involved in? On their own to work together when Pacaso's Management company goes out of business? And remember, they were anonymous shareholders they don't even know who else is involved in the deal. It promises to be a hot mess!

Please do everything you can to ensure we keep Pacaso out of St Helena!
M.K.Sims

Sent from my iPhone

Cindy Tzafopoulos

From: Philip Norfleet <philipnorfleet@yahoo.com>
Sent: Sunday, March 20, 2022 3:11 PM
To: Geoff Ellsworth; Paul Dohring; Anna Chouteau; Lester Hardy; Eric Hall; Public Comment
Subject: [External] Pacaso

To the City Council and staff:

I was recently made aware of the ordinance that is being considered that will revise our city timeshare definitions and thus prevent the expansion of the Pacaso project further into our town.

I'd like to state that I am very much against Pacaso's presence within our community and wholeheartedly support the efforts of the City Council in modifying our ordinances in order to prevent their expansion.

Respectfully submitted,

Philip Norfleet

Cindy Tzafopoulos

From: Rita Hellewell <rahellewell@gmail.com>
Sent: Sunday, March 20, 2022 3:26 PM
To: Public Comment; Geoff Ellsworth; Paul Dohring; Anna Chouteau; Lester Hardy; Eric Hall
Cc: Christopher Hellewell
Subject: Fwd: [External] March 1 Meeting - Timeshares and Pacaso

Hi - in addition to my message below which you all kindly acknowledged, I wanted to add that the tactics used this week by Pacaso show a blatant disregard for the wishes of the townspeople - as usual. The text messages and leaflets, along with the Napa Valley Register op ed publication and their website rebuttal are more examples of Pacaso using their money and influence to try to get what they want despite the law. Also, they neglect to mention they are suing the town, not the other way around...they are the cause of wasting money that could be better used. I'm not saying all those other issues don't need solving, but we all see right through Pacaso tactics. We support the ordinance and hope you pass it on Tuesday.
Thanks,
Rita & Chris Hellewell

---------- Forwarded message ---------
From: **Rita Hellewell** <rahellewell@gmail.com>
Date: Sun, Feb 27, 2022 at 10:03 AM
Subject: March 1 Meeting - Timeshares and Pacaso
To: <publiccomment@cityofsthelena.org>
Cc: Christopher Hellewell <chellewell@gmail.com>

To the planning commission:

Thank you for publishing the draft ordinance on the agenda for March 1st. My husband and I are full time residents of St. Helena, and we've been extremely worried about the encroachment of Pacaso in our neighborhoods, and the flagrant flouting of the zoning ordinance regarding timeshares. As indicated in your research, Picasso is clearly a timeshare and has no business locating in our residential areas. I know that the city had a reluctance to draft the ordinance because of the legal case pending. We felt helpless as we continued to see work and marketing in our neighborhoods. We're so glad that despite the legal case, the city has now taken the step to clarify the original ordinance. We are in favor of its adoption. As for the commercial timeshare use, as long as this is regulated and goes through an approval process, we are not opposed to it.

My only comment is that I hope that not clearly defining fractional ownership as timeshare may come back to bite us. I know that you did except LLCs that are owned, for example, by families. I understand why and I don't disagree in general, but I hope this does not in any way create a loophole. Perhaps you can address that as well as the question below in the meeting.

Thank you for acting now. I wish that we'd done it sooner. I live on a street with a Pacaso house on the corner of Sylvaner and Reisling (and we nearly had 2 on Sylvaner). What will happen to these properties that have already been either partially or totally sold as timeshares? Is there anything that can be done retrospectively?

Thanks for your attention,

Rita & Chris Hellewell
1575 Sylvaner Ave.

Cindy Tzafopoulos

From: Connie Wilson <clw1956@comcast.net>
Sent: Sunday, March 20, 2022 10:58 PM
To: Public Comment
Subject: [External] City Council Meeting March 22, 2022/Revised Timeshare Ordinance

Dear Mayor and City Council Members,

I encourage you to pass the revised timeshare ordinance. It is an excellent document that will protect our residential neighborhoods from further encroachment from companies like Pacaso and their unregulated, transient occupancy timeshares.

The majority of St. Helena residents support enforcement of our zoning ordinances and do not approve of Pacaso's weak attempt to change the narrative with last-minute misinformation, including flyers, phone calls and home solicitations. Many residents are concerned that Pacaso was able to obtain private cell phone numbers for a deceptive push poll. And I don't have to remind you that Pacaso initiated the lawsuit against our City.

I appreciate the time and effort it took to craft this revised ordinance. Please keep the welfare of the local residents front and center when considering passing this ordinance.

Thank you.

Connie Wilson

Cindy Tzafopoulos

From: Leslie Stanton <lesliestan@gmail.com>
Sent: Monday, March 21, 2022 12:54 PM
To: Cindy Tzafopoulos
Subject: [External] 11.1 Consent

Dear Members of the SH City Council -
Thank-you for taking steps to clarify St Helena's Transient Occupancy Ordinance and stopping businesses like Pacaso from operating in our neighborhoods. It is a REAL issue.
Sincerely, Leslie Stanton

March 21, 2022

Dear City Council,

Please adopt the ordinance adding Chapter 17.138 "Time Share Uses" and Sections 17.138.060 to Title 17, Zoning of the St. Helena Municipal Code, amending sections 17.48.030 (Central Business) and 17.52.030 (Service Commercial) and Deleting Section 17.112.130 of the St. Helena Municipal Code.

This ordinance will help us to maintain the character of our residential neighborhoods and protect us from future attempts at inappropriate land use.

The elitist bullying tactics currently being employed by Pacaso in an effort to dupe unwitting citizens is a perfect example of why we don't want this particular company doing business in our town.

Thank you for working hard on behalf of our lovely community.

Sincerely,
Nancy Dervin

Cindy Tzafopoulos

From: William hayne <akhayne@sbcglobal.net>
Sent: Monday, March 21, 2022 5:17 PM
To: Geoff Ellsworth; Paul Dohring; Anna Chouteau; Lester Hardy; Eric Hall
Cc: Cindy Tzafopoulos
Subject: [External] Proposed City Ordinance to Prohibit Fractional Ownership Housing

Dear City Council Members:

As long-time St. Helena residents, we have watched the unfortunate evolution of our city's neighborhoods as they have been beset by Pacaso fractional ownership homes. Our friends living near these houses are plagued by the late-night weekend and also weekday party activity, increased traffic, parking issues, water conservation violations, and a plethora of surprising concerns they'd never imagined in their worst nightmares.

The Pacaso business model is literally and figuratively a "Silicon Valley Disruptor" concept on so many negative levels. Their vacation home "democratization" claim would be laughable if it weren't so damaging to the availability of full-time housing stock suitable for our current middle-class families.

Pacaso won't be the last of these models as more are most certainly gearing up, disguised under new-and-different umbrella real estate terminology. The challenge will be to stay ahead of all of these.

We urge the City Council to change/add whatever language necessary in our city ordinances to prohibit fractional vacation homes.

Thank you for your consideration.

Alston & Adrian Hayne
1832 Sulphur Springs Avenue
St. Helena, CA 94574
Cell: 707-328-3463 (Adrian)
707-815-8720 (Alston)

Cindy Tzafopoulos

From: ben weakley <benkweakley@gmail.com>
Sent: Monday, March 21, 2022 4:22 PM
To: Public Comment
Subject: [External] Pacaso

Hello,

My name is Ben and I live in St. Helena and work in Napa in the restaurant industry. 10 empty homes on a single street within a single block. What community is Pacaso fracturing? One perhaps that existed 50 years ago? On that same street a well-known vineyard owner has a home that sits empty until his out-of-town guests come to visit. How do I know? The license plates - always a different state. But this is the St. Helena we are ok with right? One in which vineyard owners can purchase downtown houses and use as a guest house for their friends? How hypocritical.

Around us are 5 homes under construction, and one of them owns the house behind us. Hmmm and the owners don't live in either of them. No children in schools from either address.

A real estate agent in the area owns one of the homes on the block and lives a block up from that home. Hmmm. No children in schools from that home.

Another three homes on the block, no children in schools from those homes either. Where was the voice of the concerned citizens then when these homes were sold as second and third homes just a few years ago??

Two homes on Madrona Avenue recently sold and were remodeled and placed back on the market two years later - almost across the street from one another - for an additional million more each. And you want to ban Pacaso for buying homes and putting people in them throughout the year?? So we can actually begin to put people back in homes and in our shops and stores??

City Council, I ask that you do not ban Pacaso and stop fighting a perceived problem and spending more of our tax dollars on this ridiculous issue. Pacaso is not a timeshare. It's a non-issue. The real issue is residents pay far too much in water, far too few local shops cater to locals who don't live in multi-million dollar homes and frankly the town is boring. Stopping Pacaso isn't going to solve your issues, but can hinder progress that will support an empty neighborhood, empty storefronts and empty promises to your voters who support you.

Ben Weakley

Sent from my iPhone

Cindy Tzafopoulos

From: Colin Wright <colinembersonwright@gmail.com>
Sent: Monday, March 21, 2022 9:20 PM
To: Public Comment
Subject: [External] Public Comment for Ordinance Adding Chapter 17.138 "Time Share Uses" and Sections 17.138.060 to Title 17, Zoning of the St. Helena Municipal Code, amending sections 17.48.030 (Central Business) and 17.52.030 (Service Commercial) and Deleting...

To City Council,

I would like to add this comment for the record in support of Pacaso's business in the city of St. Helena and Napa County altogether. Embracing residents in our community that have disposable income and a vested interest in becoming a part of our community is the prime clientele we need at our restaurants, wineries and local downtown businesses. As a former General Manager for notable wineries and a current restaurant manager for two local eateries both here in St. Helena and in Napa, I urge the city to embrace Pacaso and its owners in our community. Local businesses are facing real threats like staffing and affordable housing; a long time issue for Napa Valley, but now more than ever with the Pandemic and last 5 years of firestorms. We are at a fork in the road; consider modernizing our housing utilization and work with all stakeholders, including Pacaso to find a real solution to re-energizing a community, or allow a few voices (who don't speak for the majority of our community) to keep the status quo?

Let's be rational and less emotional about decisions that affect everyone including downtown businesses that hope to prosper from MORE patrons. I just read the flyer this weekend Pacaso mailed me about all of this over 4 homes?! Let's bring them to the table and discuss how we can all work together to build a better community for everyone. They have Pacaso homes across the US. Whatever they are doing seems to be working - why not in St. Helena?

Colin Wright

Cindy Tzafopoulos

From: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Sent: Tuesday, March 22, 2022 9:43 AM
To: Public Comment
Subject: [External] STOP Picasso

Dear City if St. Helena;

Please STOP Picasso from making our town into a soulless town. Timeshares take away housing for people who want to live and work here 100 percent of the time. Most importantly, their kids will never be able to attend our schools. We will become a ghost town with a bunch of part time partiers in our small neighborhoods.

Encourage Picasso to purchase the sadly burned down Calistoga Ranch and turn that back into a timeshare community.

I support our council in forbidding timeshares in St. Helena!

Jacqueline Hilger-Rolfe PhD
St. Helena Resident

Cindy Tzafopoulos

From: Mark Schneidman <markschneidman@gmail.com>
Sent: Tuesday, March 22, 2022 9:38 AM
To: Public Comment
Subject: [External] Pacaso

Hello,

Please keep up the fight to stop Pacaso from changing the character of single family residential neighborhoods and preventing buyers from buying their dream house.

There is very little inventory and they push out 'mom and pop' buyers.

Thank you,

Mark Schneidman, GRI
REALTOR
MarkSchneidman@gmail.com
Cell/Text 805-452-2428

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Berkshire Hathaway HomeServices California Properties
3868 State St
Santa Barbara, CA 93105
CalDRE 00976849

Cindy Tzafopoulos

From: Nancy J Brandl <brandlfamily@sbcglobal.net>
Sent: Tuesday, March 22, 2022 9:39 AM
To: Public Comment
Subject: [External] Vote yes tonight on revised ordinance

Please know that YOU ALL have my full encouragement and support to vote for the city ordinance which strengthens St Helena's opposition to timeshares, as well as partial home ownership such as Picasso. We need all of you to support this community as a place to live, not vacation. Please vote yes on this ordinance.
Sincerely,
Nancy Parrish Brandl
1096 Crane Ave.
St Helena California

Sent from my iPhone

Cindy Tzafopoulos

From: Sherri Kelly <sherrikelly1192@gmail.com>
Sent: Tuesday, March 22, 2022 10:17 AM
To: Public Comment
Subject: [External] Public comment on timeshare language changes

To the St. Helena City Council Members,

First, I want to thank you for bravely taking the initiative to modify the St. Helena City ordinances to more clearly define what timeshare ownership is, in order to protect our residential neighborhoods from encroachment by this sort of property. It is unfortunate that this Council action has been made necessary by entities such as Pacaso, which have sought to skirt the current law with no regard for residents by establishing several nuisance properties in St. Helena which the neighbors will now have to cope with into the foreseeable future. This, followed by deep pocket ligation against the City, and most recently, a mailbox campaign with a laughable flier chastising the Council for lack of fiscal responsibility. If the threat of timeshare encroachment into our neighborhoods wasn't so serious, the latest Pacaso PR campaign would be hilarious.
My goodness, who is the genius employed by Pacaso behind that one?

I'm sure you have each heard from the large number of my fellow St. Helena residents who, like me, are opposed to the establishment of timeshare properties in our neighborhoods. This type of property will do nothing to support the fabric of our community: the schools, community service groups, youth organizations. Thanks again to you and your staff in advocating for the integrity of our neighborhoods.

Sherri Kelly
Meadowcreek Circle

Cindy Tzafopoulos

From: Beth Milliken <beth@spottswoode.com>
Sent: Tuesday, March 22, 2022 3:03 PM
To: Public Comment
Subject: [External] Timeshares in St. Helena

I write to express my strong support of the ordinance that will manage timeshares in our community. In St. Helena we already face a housing shortage, and the new business model which Pacaso has introduced not only drives up the price of homes in our town, but in so doing it also puts them out of reach to people who live and work in our community. We have something very special here in St. Helena, and if we are to preserve its unique character we must ensure that homes here are sold to a single owner, who will care for the home and engage with our community in a much more meaningful way than someone who owns a fractional ownership ever could or would.

Thank you for your courage in moving to manage this type of fractional home ownership. I truly appreciate you taking this on, particularly in the face of so much disinformation coming from a financially powerful company.

Again, we very much have so much to protect here in our St. Helena community, which all of us are fortunate enough to call home.

Very sincerely,

Beth

Beth Novak Milliken
President & CEO
SPOTTSWOODE
SPOTTSWOODE ESTATE VINEYARD & WINERY
1902 Madrona Avenue • St. Helena CA 94574
707/963-0134, x116 • spottswoode.com
Please paws before printing. – Riley

Cindy Tzafopoulos

From: Chris Koch <ckoch812@gmail.com>
Sent: Tuesday, March 22, 2022 11:26 AM
To: Public Comment
Subject: [External] Pacaso

Please support putting the brakes on PACASO. This business model destroys neighborhoods. And they are using very scummy tactics.

We all want St Helena to succeed in its efforts to stop these guys.

Thank you.

Chris Koch

Cindy Tzafopoulos

From: Janis Watkins <janiswatkins@gmail.com>
Sent: Tuesday, March 22, 2022 3:41 PM
To: Public Comment
Subject: [External] Pacaso

Thank you, St. Helena councilmembers, for your plan to regulate the Pacaso business model.

I live in Healdsburg, another tourist destination. We share your concerns about Pacaso's impact on local housing, residents, and quality of life. Our small town character, housing and small local-serving businesses are already under severe pressure from tourism. Pacaso would exacerbate this trend. Pacaso is soliciting Healdsburg residents with mailings; we feel our town is under threat.

Pacaso is equivalent to a vacation timeshare, and its business model has numerous impacts, as do various other businesses, partnerships and vacation rentals. A civilized society needs reasonable regulation. Indeed, it thrives on it. But, singularly, Pacaso claims it cannot be regulated as a vacation business.

Thank you for your reasonable regulatory approach. I hope we will adopt it in Healdsburg.

Janis Watkin, Healdsburg

Cindy Tzafopoulos

From: Kelly Brophy <k.brophy@ggsir.com>
Sent: Tuesday, March 22, 2022 10:53 AM
To: Public Comment
Subject: [External] Public Comments

To whom it may concern,

We are full time homeowners in St Helena and are adamantly opposed to timeshares polluting our beautiful community. Their **parties, loud music, lack of care,** with **random people vacationing** in our quaint residential neighborhood is an insult to the foundation of our community: a public disgrace. Safety is of paramount concern as we will never know who is coming and going with multiple owners who have the ability to rent or donate their time to others. This is a catastrophe in my opinion.

Please take your commercial enterprises elsewhere.

Picasso does not belong in St Helena!

Yours truly,

Kelly Brophy

Kelly Brophy, Realtor®
GRI, CIPS - Lic. #01097795
Golden Gate Sotheby's International Realty - Wine Country Region
1485 1st Street | Napa, CA | 94559
707.301.3777 | K.Brophy@ggsir.com
KellyBrophy.goldengatesir.com
See our current Bay Area Market Report!



Cindy Tzafopoulos

From: Lynda Burton <burtonfamilylaw@gmail.com>
Sent: Tuesday, March 22, 2022 2:20 PM
To: Public Comment
Subject: [External] Anti-time share ordinance

Thank you for your efforts to strengthen the St. Helena Ordinance regulating Pacaso-like time shares.
Lynda Burton
St. Helena, CA

Cindy Tzafopoulos

From: Mary Ann Souza <maryann.souza@compass.com>
Sent: Tuesday, March 22, 2022 12:58 PM
To: Public Comment
Subject: [External] Picaso and other Timeshare ownership

Dear Council Members:
Have been following the business model regarding this timeshare ownership and very against it as it relates to our residentially zoned neighborhoods. Since this is a business model it should not be allowed in a residential zoned area. Thank you for your time
I also do not like Picaso tactics of trying to intimidate the council with the nasty postcard sent to my address. They seem to have deep pockets.

--
Compass
Mary Ann Souza - Broker Associate
m 707-326-8178 DRE #00605390
www.compass.com



Cindy Tzafopoulos

From: susan kenward <psckenward@gmail.com>
Sent: Tuesday, March 22, 2022 12:03 PM
To: Public Comment
Subject: [External] Pacaso

I am very much against Pacaso and any other similar business strategies presence within our community and wholeheartedly support the efforts of the City Council to revise and modify our timeshare/fractional ownership ordinances in order to prevent their expansion in our city.

thank you for your consideration,
Susan Kenward

Cindy Tzafopoulos

From: Andi Werlin <andreawerlin@sbcglobal.net>
Sent: Tuesday, March 22, 2022 3:54 PM
To: Public Comment
Subject: [External] Pacaso

Council members:
As a Sonoma resident, I am very concerned about the effect your action tonight will have on the future not only of Sonoma, but all of Wine Country and beyond. I know you have heard all the arguments pro and con, but I want to add my thoughts:
We live in the Springs, in a neighborhood where most of the homes are occupied by full-time homeowners. On the street behind our backyard, there are 2 vacation rentals that are frequently rented out. The noise and lack of concern for the residents around them, and that includes residents within a 1/4 mile of these homes, is exactly why Pacaso should not be allowed to do business in our neighborhoods. Their business tactics alone should raise alarms at what kind of "homeowners/managers" they would be.

Please stop Pacaso tonight! Strengthen the regulations and approve the changes made by the Planning Commission!

Thank you.
Andrea

Andrea Werlin

Report to the City Council
Regular City Council - 22 Mar 2022

Agenda Section: **OLD BUSINESS**

Subject: **Discussion and Consideration of Recommended Alignment of the Napa Valley Vine Trail Corridor Through the City of St. Helena**

CEQA Determination: **Not a CEQA project**

Prepared By: Preya Nixon, Asst. to the City Manager

Reviewed By: April Mitts, Administrative Services Director

Approved By: James C. McCann, Interim City Manager

BACKGROUND

The Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the Vallejo ferry terminal in Vallejo, providing a crucial link to the City of San Francisco and larger Bay Area. The proposed project is to construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation.

The project will enhance the accessibility and connectivity of the community in surrounding neighborhoods and will eventually complete all segments of the 47-mile Vine Trail planned for the region. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking. The project has broad based community support from a coalition representing over 20 private and public sector organizations, all involved in its planning, design and funding.

Multi-modal transportation including bicycle facilities is not new to the St. Helena community. In fact, the City's General Plan in the Circulation Element (Figure 5.5) references the Vine Trail and anticipates that the Vine Trail might be established in the

future through the City in different class facilities including Class I, II, III, IV or Bicycle Boulevard paths/lanes/facilities.

When planning and establishing bicycle facilities (including a regional trail like the Vine Trail), different considerations need to be made whether the facility is through a new community, open land, over/adjacent to rail or highway or even through a 125 year+ built community, like the City of St. Helena. Many opportunities, conflicts, physical limitations, and competing interests exist. Modern Class I or Class 4 paths can be difficult to introduce in an older built-out community. Still, a continuous linked alignment for a regional facility is possible, with care and respect of existing uses and needs. The Vine Trail's vision aims to have Class I or IV facilities where conditions permit, which provide a separated facility for users.

Because the Vine Trail segment known as the St. Helena Vine Trail will also include a portion of trail north of Yountville through Pratt Street located in Napa County, the County will be taking the lead on environmental review of the construction and operation of this segment under the California Environmental Quality Act, seeking funding from the Action Transportation Program's Recreation Trail Program funds, and considering any approval of this segment.

At the January 11, 2022 City Council meeting, the City Council received an update on the Vine Trail alignment study and directed staff to do the following:

1. Conduct outreach meetings
2. Add an additional corridor to study on Mills Lane
3. Bring the feedback from the outreach meetings to the ATSC for a recommendation on alignment. During the outreach process, it was determined that there would be a benefit to include the Parks and Recreation Commission in this formal recommendation

City staff has conducted the requested outreach (discussed below) which includes the additional inclusion of the Mills Lane route option. The Mills Lane option was studied by the City's engineering firm BKF, who also studied the existing options.

Connection to the City Council Workplan:
The Napa Valley Vine Trail is item 1C in the City Council's adopted workplan "Complete analysis of St. Helena Vine Trail route options and facilitate Council decision making on preferred route" under the Citywide Goal 1: "Improve and maintain safe and reliable City infrastructure with a commitment to environmental stewardship, public health and public safety."

DISCUSSION
Per City Council direction, the following meetings were conducted to solicit feedback from the community. *Feedback from the community outreach meetings are included as Attachment 6 and Attachments 6.1-6.51.*

Zoom meetings

- Thursday, February 10 at 11:00 a.m. to Noon
- Thursday, February 10 at 5:00 p.m. to 6:00 p.m.

In person

Drop-in Format Open Houses (Outside) – Napa Valley College Upper Campus (1088 College Avenue)

- Saturday, February 12 from 10:00 a.m. to 11:30 a.m. (Spanish interpretation available)
- Wednesday, February 16 from Noon to 1:00 p.m.

Additionally, there was a concerted effort to include the business community in these meetings and the City worked in collaboration with the Chamber of Commerce to promote opportunities for feedback.

Survey: *The full survey results are attached to this item as Attachment 3 and Attachment 4.*

In addition to the meetings, the City created a survey instrument via Survey Monkey that was available from February 10, 2022 to present. A total of 6 questions were asked, with an optional demographic question at the end. The survey was an opportunity for community members to share their feedback on the four different alignment options, plus the opportunity to indicate their comfort level with each alignment. A question asked respondents to choose their preferred alignment, with an option including "none of these are my preferred route".

Between February 10 and February 28, 2022 the City received a total of 420 responses which were provided at a Special Joint Active Transportation and Sustainability Committee (ATSC) and Parks and Recreation Commission. Since that time, the City has received an additional 72 responses. Table 1 provides a summary of the total number of survey responses received at the time the staff report was due.

Table 1 - Summary of Survey Responses

February 10 - February 28, 2022 Special Joint Meeting Agenda was published on February 28, 2022	February 10 - March 9, 2022 City Council Report submitted for review March 9, 2022
420 responses	492 responses

This survey is available on the City's website on a page created specifically to include Vine Trail information. This page includes: a link to the survey, a video to the public workshop held on February 10, 2022, links to previous presentations and staff reports, and information on how to provide feedback via public comment for both the Special Joint

ATSC and Parks & Recreation Commission meeting held on March 2, 2022 and the March 22, 2022 Regular City Council meeting.

The overall feedback and concerns from the community are summarized as follows: There is community support for the Vine Trail, but there are concerns about physical impacts of various potential alignment and segments of the trail—including the loss of parking and impact on residences and the business community (especially on Oak Avenue); the introduction of potentially incompatible high volume/high speed bike use in residential and congestion industrial or commercial areas; the adverse effects on circulation and neighborhood convenience and character/Quality of Life by virtue of change to a potential One-Way traffic flow on Church Street; the impact on the Safeway site circulation and the general delivery truck flow; the safety of cyclists turning while turning onto and off of Highway 29; and the cost and competing needs for limited resources in the community including on going maintenance needs.

Recommendation from the Special Joint Active Transportation and Parks and Recreation Commission Joint Meeting held on March 2, 2022 via Zoom (Joint Meeting). *A copy of the Agenda from the joint meeting is attached to this item as Attachment 2.*

A component of the outreach included taking the feedback from the community and presenting it at an ATSC meeting. It was determined that, due to the strong community interest, the Parks and Recreation Commission should be included and a Special Joint Meeting was held on March 2, 2022. At this meeting, BKF Engineers, City staff, and the Vine Trail representatives presented the four alignment options. The options presented were:

1. **Oak Avenue via Mitchell to Adams**
2. **Oak Avenue via Spring Street to Adams**
3. **Along Main Street, Pope and Church Street from Mitchell to Adams**
4. **Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street**

Note: It is assumed there will be alignment up to Mitchell and/or Spring along Highway 29 (facility type not yet determined).

51 public comment letters were received and 13 members of the public provided public comment at the meeting. Preliminary designs included the use of the Safeway parking lot, in which Safeway has expressed concerns with.

The direction from the Council to the Committee was to provide a recommendation on a preferred alignment. During the Joint Meeting, a review of each of the four alignment options (above) was presented by BKF Engineering. Committee members discussed these options, asked for clarification as necessary, and following the discussion, committee members proposed an additional fifth option (below).

5. **(A) Vine Trail comes north to Mitchell and stops. (B) Vine Trail comes south from Calistoga and stops at Adams or Hunt along Railroad ROW (Right of Way). (C) Add a Class III/II in between these two segments.**

C refers to utilizing a class II or III facility which would exist in the right-of-way and therefore not impact the Safeway Parking lot. A Class II or III could take place in either on Church Street to Hunt or on Mitchell to Oak Avenue to Adams.

Following the discussion, a simple choice survey was created and taken by the 10 voting members at the Joint Meeting. This included the original four options plus the new fifth option. This selection process was not intended to produce a ranked choice vote, but rather reflect the clear preferred alignment segments.

The Joint Meeting committee members voted by indicating their preference for each option. Assistant to the City Manager Preya Nixon read the results aloud in terms of the alignment options that received the most results for each choice, and these results are highlighted in the motion. Following the reading of the results, Parks and Recreation Commission Member Christopher Warner moved that the results of the survey be provided as information to the City Council for consideration in connection with the alignment option for the Vine Trail. This motion was seconded by Active Transportation and Sustainability Committee member John Zimmerman. *The motion and survey results are attached to this item as Attachment 5.*

	1	2	3	4	5	TOTAL	SCORE
Oak Avenue via Spring Street to Adams	0.00% 0	10.00% 1	30.00% 3	50.00% 5	10.00% 1	10	2.40
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	0.00% 0	20.00% 2	0.00% 0	20.00% 2	60.00% 6	10	1.80
Oak Avenue via Mitchell to Adams	10.00% 1	10.00% 1	50.00% 5	30.00% 3	0.00% 0	10	3.00
Along Main Street, Pope and Church Street from Mitchell to Adams	40.00% 4	40.00% 4	20.00% 2	0.00% 0	0.00% 0	10	4.20
A) Vine Trail comes north to Mitchell and stops. B) Vine Trail comes south from Calistoga and stops at Adams or Hunt Along Railroad ROW. C) add a class III/II in between these two segments.	50.00% 5	20.00% 2	0.00% 0	0.00% 0	30.00% 3	10	3.60

Late Communication

Earlier this week, the City received the a subsequent communication from the Napa Valley Vine Trail Coalition in which they propose modifications to the Church Street alternative. This modification is a result of the feedback received from residents, property owners and business who voiced objection to the one way configuring and have concerns regarding safety and traffic calming on Church Street. To address these concerns, the Vine Trail proposed the concept of a Bike Boulevard or Class III that would be configured to prioritize pedestrians and cyclists utilizing various traffic calming measures, thereby decreasing traffic speed and encouraging the use of the street to be for pedestrians and

cyclists. The communication is attached. The modification have not yet been vetted by the City nor received the benefit of public input through the previous extensive outreach and discussion. Church Street is identified as a Class III Bicycle facility in the General Plan and the Vine Trail's alternative idea to designate it as a Bicycle Boulevard or Class III facility with bollards to reduce traffic speeds and volumes. While the proposal has not been reviewed by staff or public outreach advocacy groups, the use of Church Street as a Bicycle Boulevard or Class III facility as a segment of the Vine Trail is viable. On the surface, bollards or other measures to close the street to through traffic is highly problematic; alternate traffic calming measures would be preferred and such details would need to be discussed and determined during the next phases of design involving broad stakeholder groups.

Next Steps
It is expected that after selecting the alignment throughout the City, that that Vine Trail and the County of Napa will apply for the Active Transportation Program Grant. Based on the outcome, the specific class of bicycle facilities and details would be selected for the entire corridor and the necessary easements, engineering and traffic studies would be conducted regarding safety and conflict impacts attributed to Vine Trail including use on Church Street.

FISCAL IMPACT
For the purpose of this action, there is no immediate fiscal impact.

In addition to staff time, the City has spent a total of $43,000 towards alignment feasibility studies with BKF Engineering. However, the Vine Trail reimbursed the City $16,000 for the initial study.

Funding for the Vine Trail
The Napa Valley Vine Trail Coalition and Napa County will be funding partners if the grant is awarded.

It is anticipated that the Vine Trail will be funded through the Active Transportation Program (ATP) Grant for the portion of the trail through the City of St. Helena. The probability of grant award is greater if a potential, though not necessarily final, path for a corridor through St. Helena is identified on the application. The County of Napa, in partnership with the Napa Valley Vine Trail Coalition (a non-profit), has notified the City they intend to submit their grant application in April 2022 (the grant application is due June 15, 2022). The Vine Trail will be including a portion of the trail north of Yountville through Pratt Street.

There will be costs in the establishment of the bike facilities in the City of St. Helena and those costs will vary depending on the alignment, right-of-way or easement acquisition/cost if necessary and level of improvements desired/approved. Presently, the design details or funding role for St. Helena are not yet known or agreed upon. As with

any infrastructure project, there will be on-going costs relative to maintenance of any new facility, and the relative maintenance cost will vary depending on the type of bike lane facility and infrastructure improvements.

By making a recommendation on alignment, the City is not approving a project or amending the Bicycle Plan (a component of the General Plan). Any deviation from Figure 5.5 (Bicycle Network) in the adopted 2019 General Plan the Bicycle Plan will require amendment of the General Plan to do so.

RECOMMENDED ACTION

Discussion and Consideration of a Preferred Alignment of the Napa Valley Vine Trail Corridor Through the City of St. Helena and Direction to Staff to Communicate Result of Consideration With Napa County and the Napa Valley Vine Trail Coalition.

ATTACHMENTS

Attachment 1 - Vine Trail Presentation 22 March 22
Attachment 2 - Special Joint Active Transportation and Sustainability Committee and Parks and Recreation Commission Meeting Agenda
Attachment 3 - Survey Results Questions 1-5 3.9.22
Attachment 4 - Survey Results-Question 6 3.9.22
Attachment 5 - Joint Motion from ATSC.PRC
Attachment 6 - Feedback from Virtual and In Person meetings - February 2022
Attachment 6.1.Anthony Micheli.Publiccomment
Attachment 6.2.Anthony Micheli2.Publiccomment
Attachment 6.3.Bobbi Monnette.Publiccomment
Attachment 6.4.Chris and Lauren Blanchard.Publiccomment
Attachment 6.5.James Orr.Publiccomment
Attachment 6.6.Karen Aldoroty.Publiccomment
Attachment 6.7.Kim Phinney.Publiccomment
Attachment 6.8.Richard Shurtz.Publiccomment
Attachment 6.9.Richard Shurtz2.Publiccomment
Attachment 6.10.Tom Rinaldi.Publiccomment
Attachment 6.11.Ken Stanton.Publiccomment
Attachment 6.12.Jacqueline Hilger-Rolfe.Publiccomment
Attachment 6.13.Jacqueline Hilger-Rolfe2.Publiccomment
Attachment 6.14.JodieNieman.Publiccomment
Attachment 6.15.Tina Perrino.Publiccomment
Attachment 6.16.Deacon and Leslie Wightman .Publiccomment
Attachment 6.17. NCBC.Publiccomment
Attachment 6.18. Ron Arata.Publiccomment
Attachment 6.19. Gisela Campagne .Publiccomment
Attachment 6.20.Stephanie Iacobacci.Publiccomment
Attachment 6.21.Nancy Tennyson.Publiccomment

Attachment 6.22.Mark Anisman.Publiccomment
Attachment 6.23.Mark Triska.Publiccomment
Attachment 6.24.Elaine Honig.Publiccomment
Attachment 6.25.Lorraine Barker.Publiccomment
Attachment 6.26.Catherine Courage.Publiccomment
Attachment 6.27.Brad Lee.Publiccomment
Attachment 6.28.Pam Smithers.Publiccomment
Attachment 6.29.Jay K. Smith.Publiccomment
Attachment 6.30.Matthew Kulczycki.Publiccomment
Attachment 6.31.Paul Wagner.Publiccomment
Attachment 6.32.Holly Ong.Publiccomment
Attachment 6.33.Dave and Karen Taylor.Publiccomment
Attachment 6.34.Annette Smith.Publiccomment
Attachment 6.35.Joseph Pramuk.Publiccomment
Attachment 6.36.Gerardo Capiel.Publiccomment
Attachment 6.37.Safeway.Publiccomment
Attachment 6.38.Jay Greene.Publiccomment
Attachment 6.39.Terry Tracy.Publiccomment
Attachment 6.40.Samantha Smith.Publiccomment
Attachment 6.41.Julie Herdell .Publiccomment
Attachment 6.42.Myrna David .Publiccomment
Attachment 6.43.Donald Hanson.Publiccomment
Attachment 6.44.Ride Napa Valley.Publiccomment
Attachment 6.45.Christopher Cole.Publiccomment
Attachment 6.46.Susette C Stickel-Rufer.Publiccomment
Attachment 6.47.Alan Johnson.Publiccomment
Attachment 6.48.Matthew Cook.Publiccomment
Attachment 6.49.Vivian L Robison.Publiccomment
Attachment 6.50.Charlie Crocker.Publiccomment
Attachment 6.51.Deborah Magowan.Publiccomment
Attachment 6.52 A.Ridgway.Publiccomment
Attachment 7 - Church Street Bike Boulevard Overview



Vine Trail Route Study
St. Helena Segment
City Council Regular Meeting
March 22, 2022

Caltrans Definitions

a) **Class I** Bikeway (**Bike Path**). Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.

b) **Class II** Bikeway (**Bike Lane**). Provides a striped lane for one-way bike travel on a street or highway.

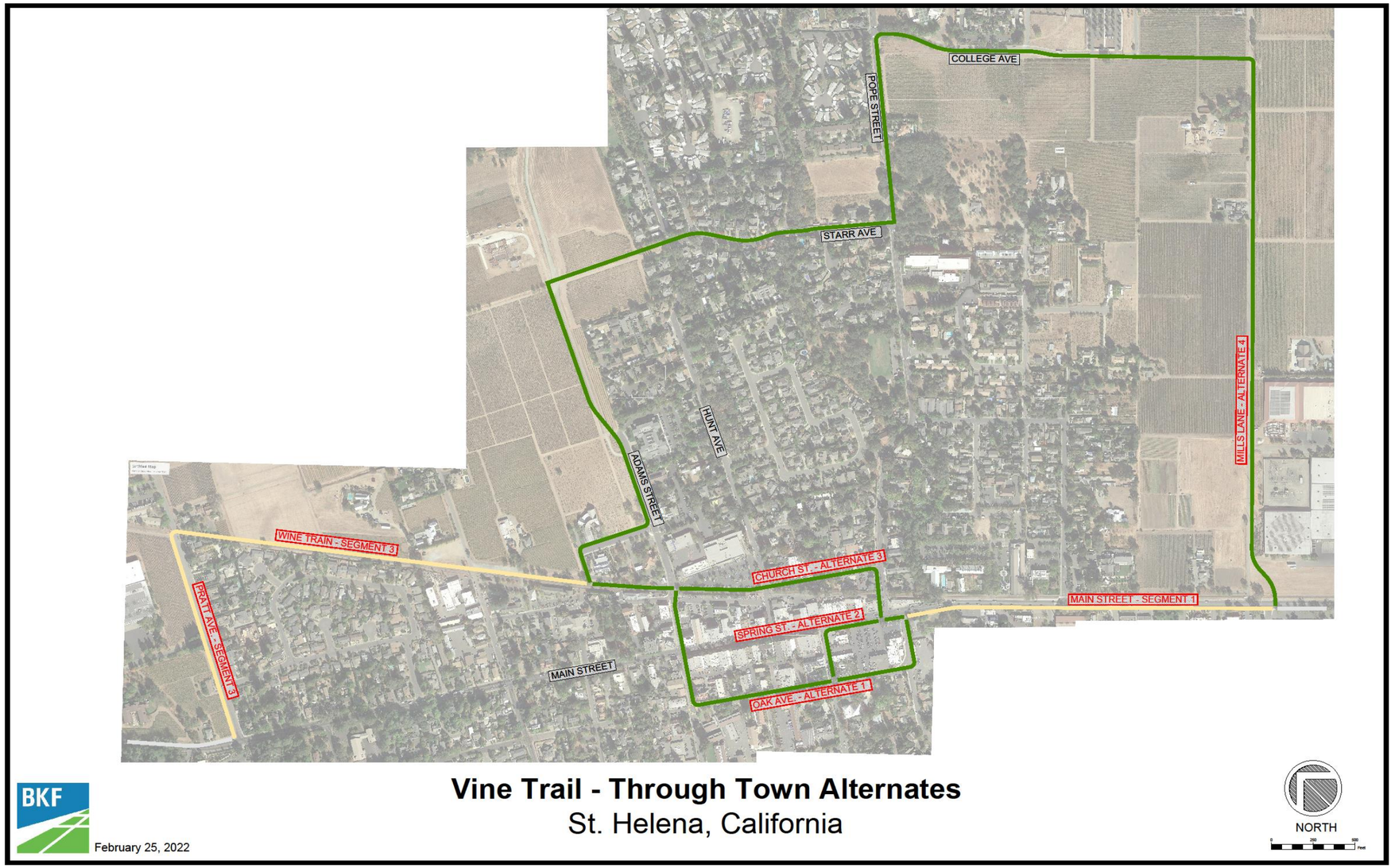
c) **Class III** Bikeway (**Bike Route**). Provides for shared use with pedestrian or motor vehicle traffic.

d) **Class IV** Bikeway (**Separated Bikeway**). Provides for the exclusive use of bicycles and includes a separation/physical barrier required between the separated bikeway and the through vehicular traffic lanes

Trail Goals

- Class I Trail where feasible (Class IV with Sidewalk acceptable alternate)
- Direct route through town with proximity to in-town destinations such as Schools and Downtown
- Minimize conflicts with existing improvements
- Minimize parking loss

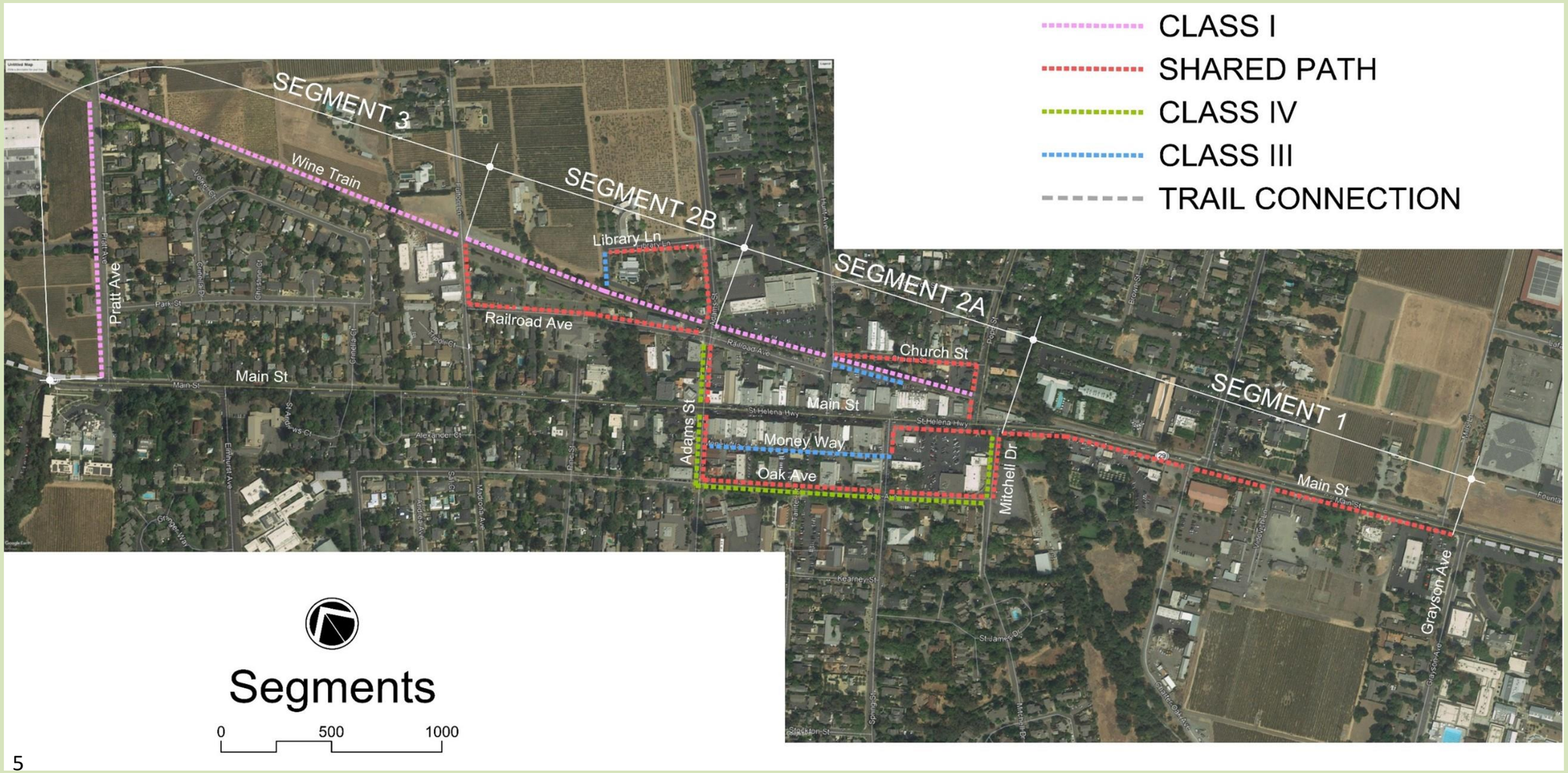
Studied Segments



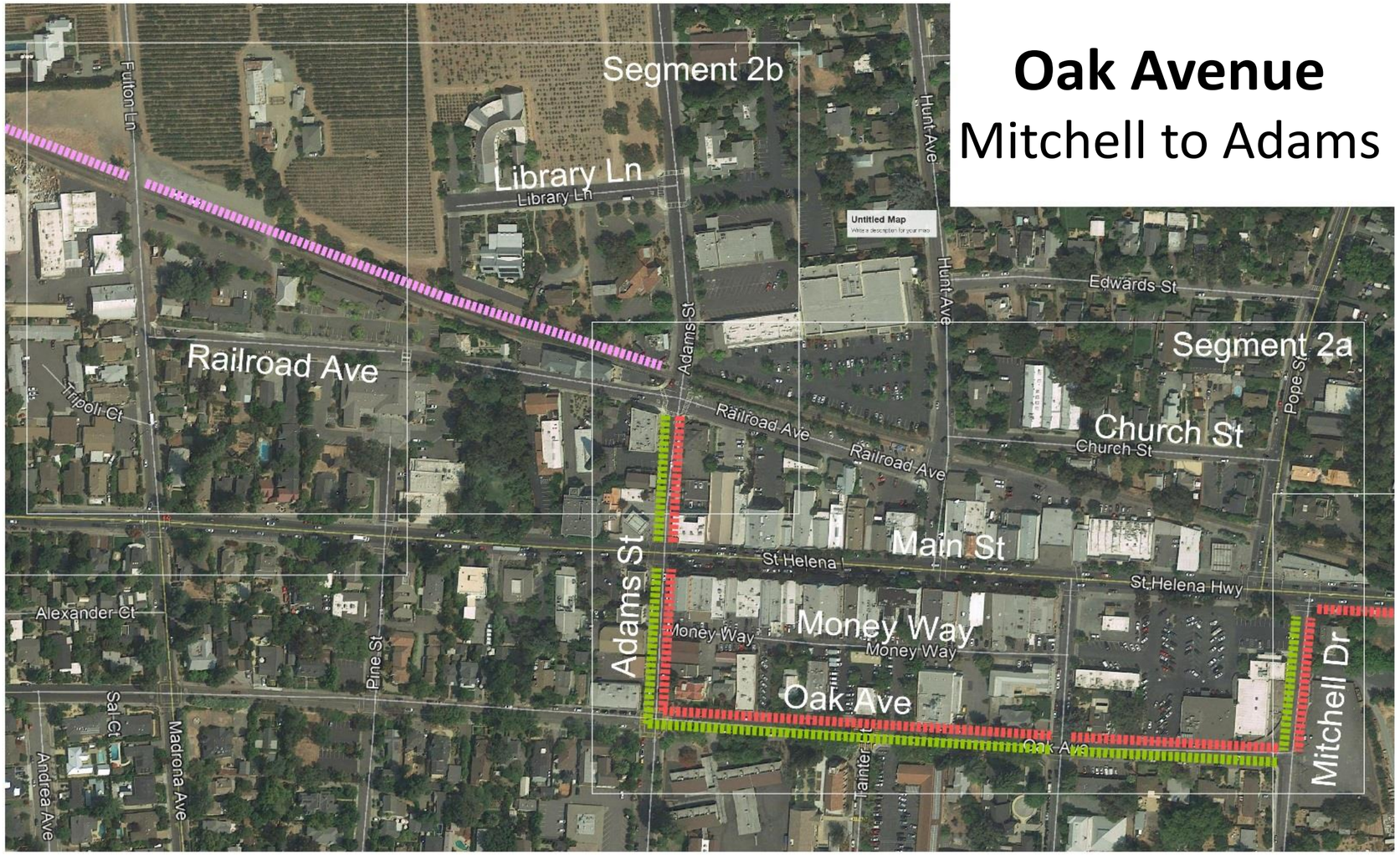
Vine Trail - Through Town Alternates
St. Helena, California

February 25, 2022

Studied Segments

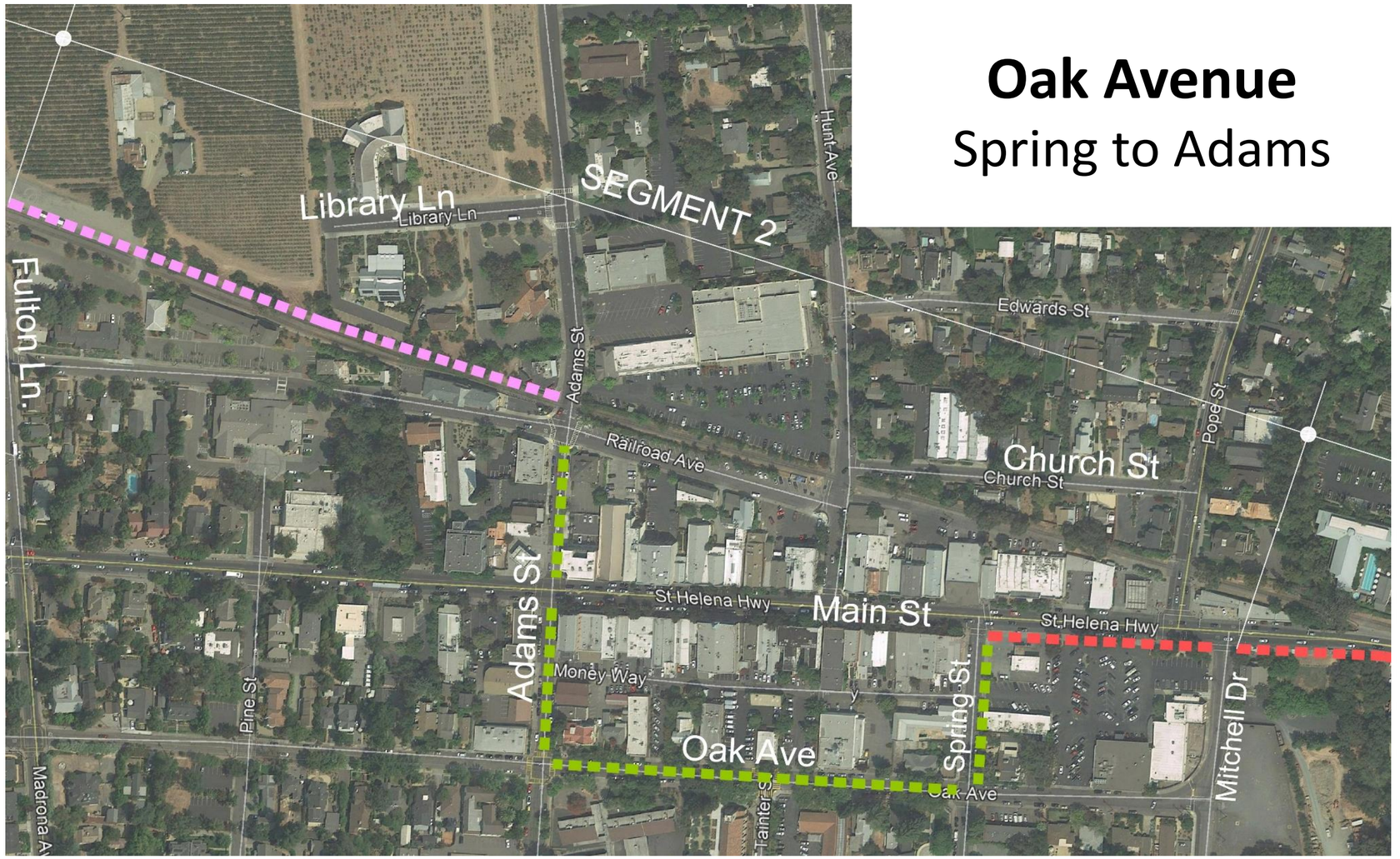


Oak Avenue
Mitchell to Adams



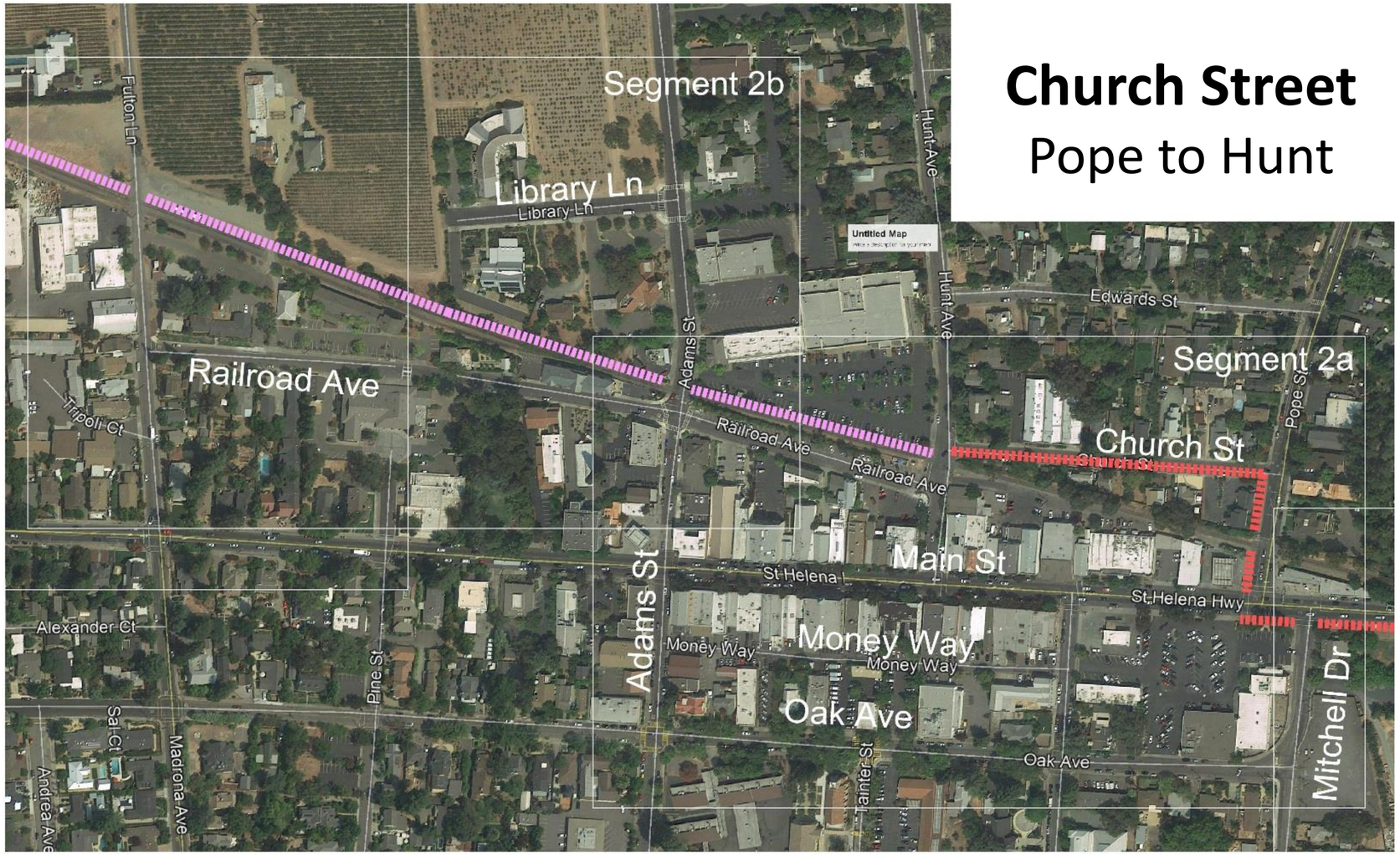
Oak Avenue

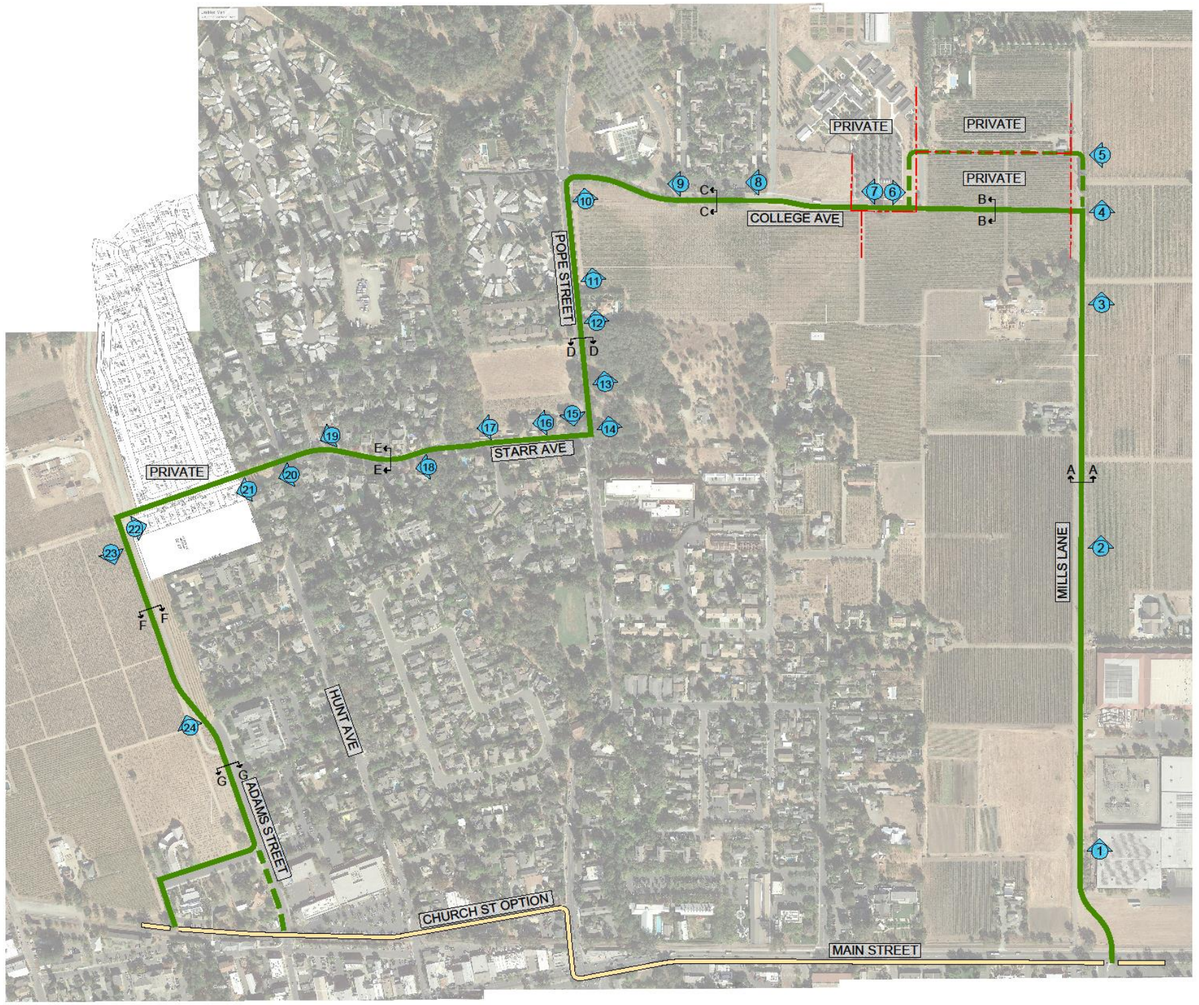
Spring to Adams

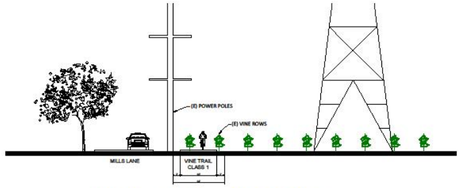


Church Street

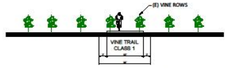
Pope to Hunt



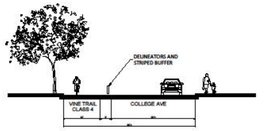




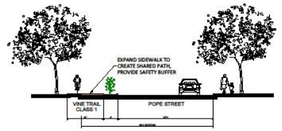
MILLS LANE - SECTION A



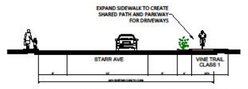
CROSS OVER - SECTION B



COLLEGE AVE - SECTION C



POPE STREET - SECTION D



STARR AVE - SECTION E

BKF

February 8, 2022

Vine Trail - Eastside Alternate

St. Helena, California

NORTH

Segment	1	2 - Oak Avenue (Alternate 1)	2 - Spring Street (Alternate 2)	2 - Church Street (Alternate 3)	2 – Mills Lane (Alternate 4)	3
Trail Classification	CLASS I	CLASS IV (Oak& Adams) CLASS I (Railroad RW)	CLASS I (Main) CLASS IV (Oak& Adams) CLASS I (Railroad RW)	CLASS I (Main & Pope) CLASS IV (Church) CLASS I (Railroad RW)	CLASS I (Mills, Adams) CLASS IV (College, Pope, Star)	CLASS I
Route	Along Main St from Grayson to Mitchell	Along Mitchell, Oak, Adams & Railroad RW from Mitchell to Fulton	Along Main, Spring, Oak, Adams & Railroad RW from Mitchell to Fulton	Along Main, Pope, Church & Railroad RW from Mitchell to Fulton	Cross Main at Mills, along Mills, College, Pope, Star, Adams to Library Lane	Along Railroad RW and Pratt from Fulton to Main
Right of Way Needed	SOME	NEGLIGIBLE	SOME	SOME	EXTENSIVE	SOME
Utility and Private Improvement Relocation	SOME	NEGLIGIBLE	SOME	SOME	EXTENSIVE	NEGLIGIBLE
Street Parking Relocation	0	50+/-	40+/-	20+/- OR CONVERT CHURCH ST INTO 1-WAY	25+/-	0
Trail Standard Width[1]	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD/MINIMAL	STANDARD
Driveway Conflicts	12+/-	13+/-	17+/-	4+/-	15+/-	2+/-
Potential for Pedestrian Conflicts[2]	MEDIUM	LOW	MEDIUM	MEDIUM	MEDIUM	LOW
Overall Relative Cost	$$	$$	$$	$$	$$$	$

Legend

[1]**Trail Standard Widths**
- IDEAL – 12' trail with 2' shoulders
- STANDARD – 10' trail with 2' shoulders
- MINIMAL – 8' trail with 2' shoulders where possible (may require design exception)

[2]**Pedestrian Conflicts** – Potential risk for pedestrian/bicycle conflicts
- Low – Separated bicycle and pedestrian paths
- Medium – Combined Pedestrian and Bicycle paths with standard trail width
- High – Combined Pedestrian and Bicycle paths with minimal trail width

Overall Relative Cost Comparison
- $ - Low
- $$ - Medium
- $$$ - High

Review of Outreach Conducted

Zoom meetings

- Thursday, February 10 at 11:00 a.m. to Noon
- Thursday, February 10 at 5:00 p.m. to 6:00 p.m.

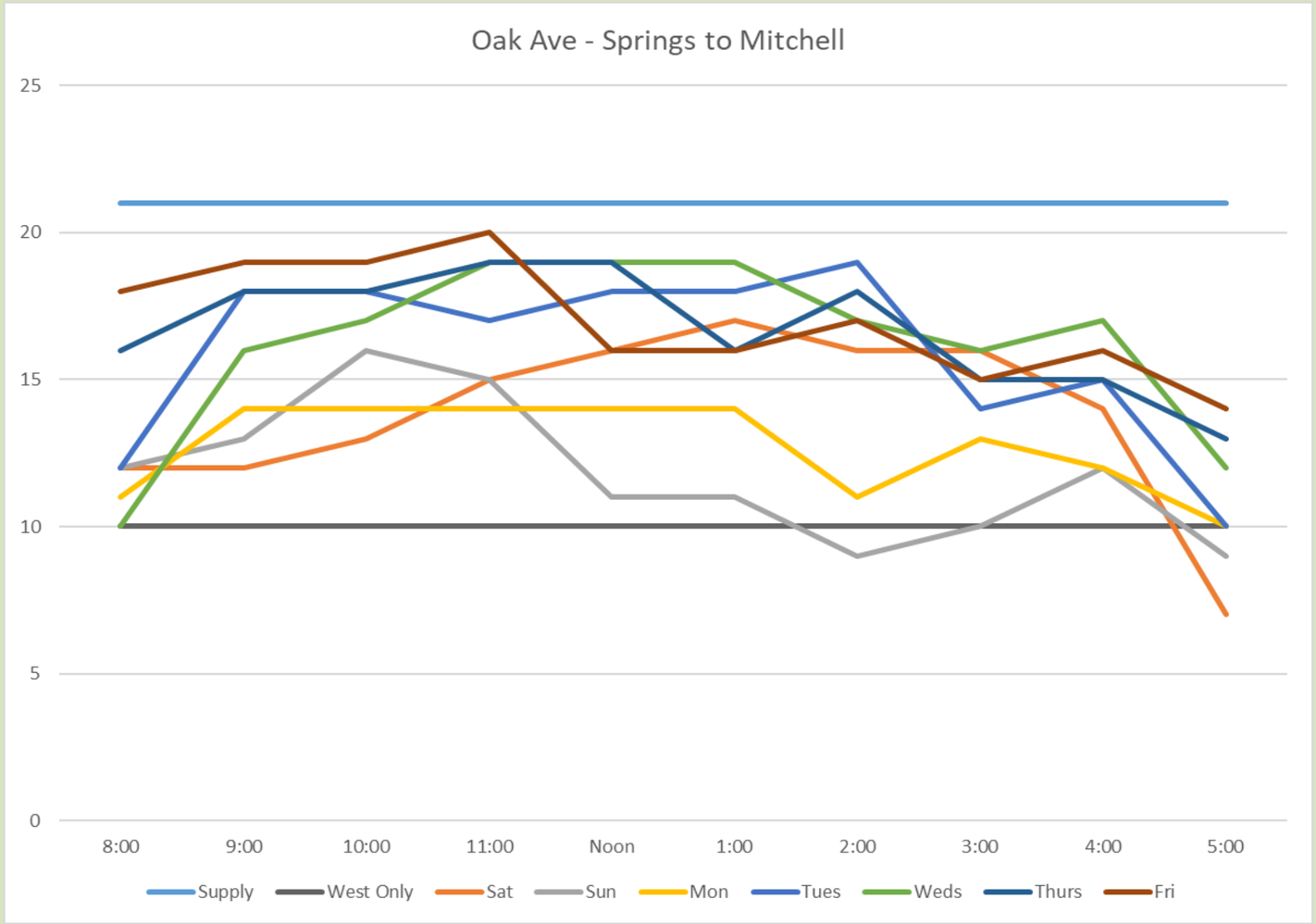
In person:

- Drop-in Format Open Houses (Outside) – Napa Valley College Upper Campus (1088 College Avenue)
- Saturday, February 12 from 10:00 a.m. to 11:30 a.m. (Spanish interpretation available)
- Wednesday, February 16 from Noon to 1:00 p.m.

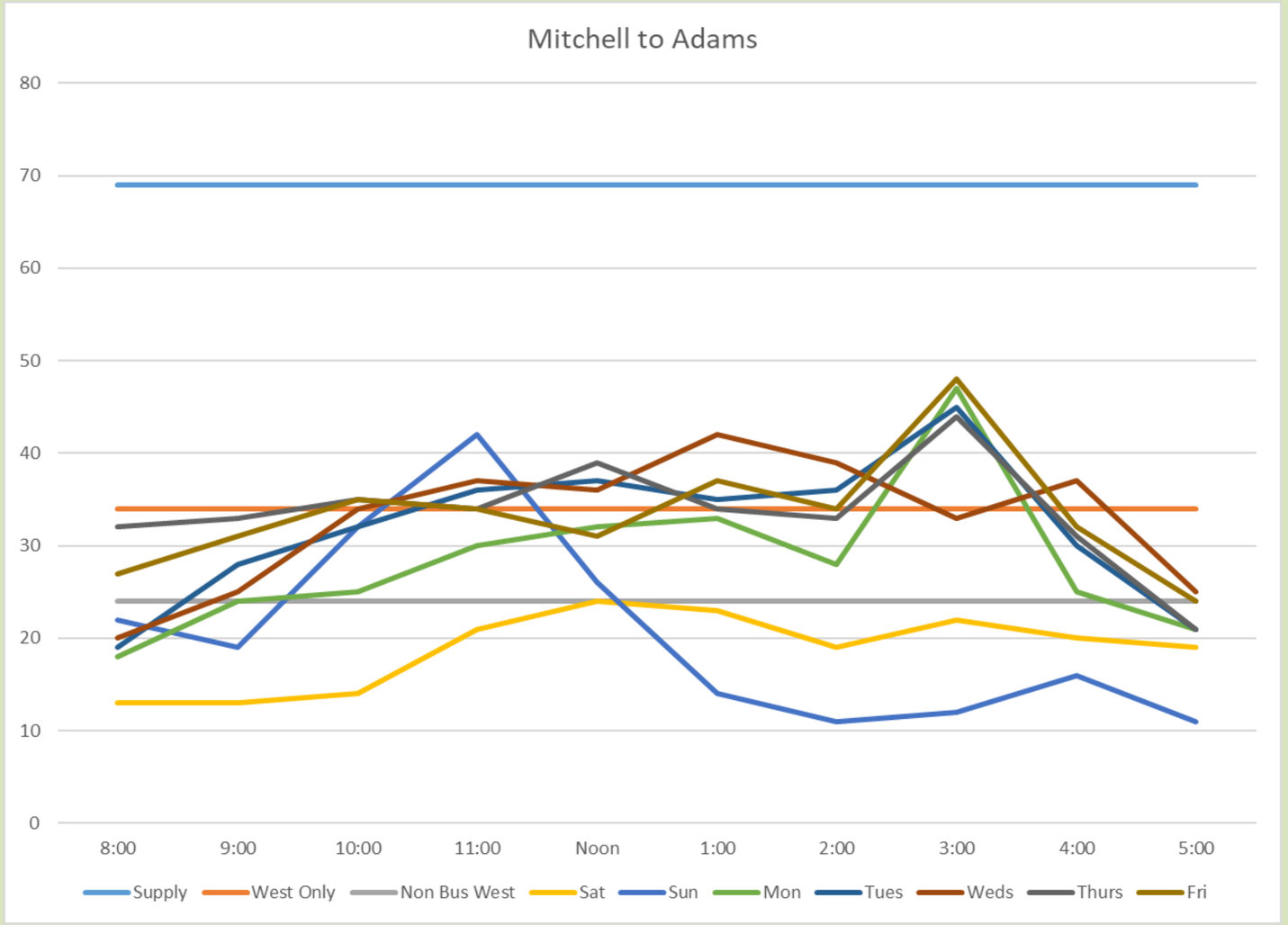
Survey via Survey Monkey in English and Spanish

Special ATSC/PRC meeting

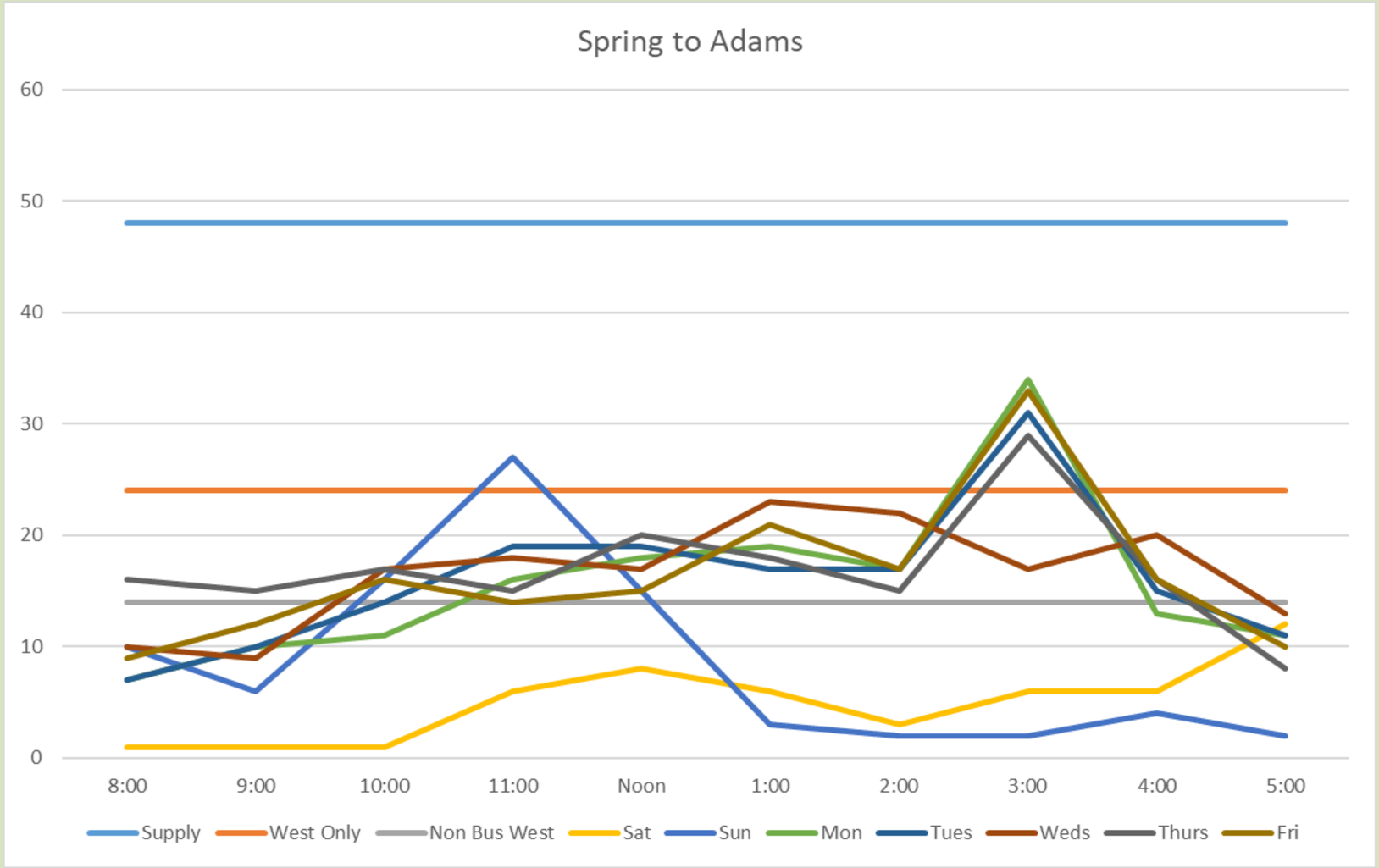
Parking Study Conducted by the Napa Valley Vine Trail Coalition



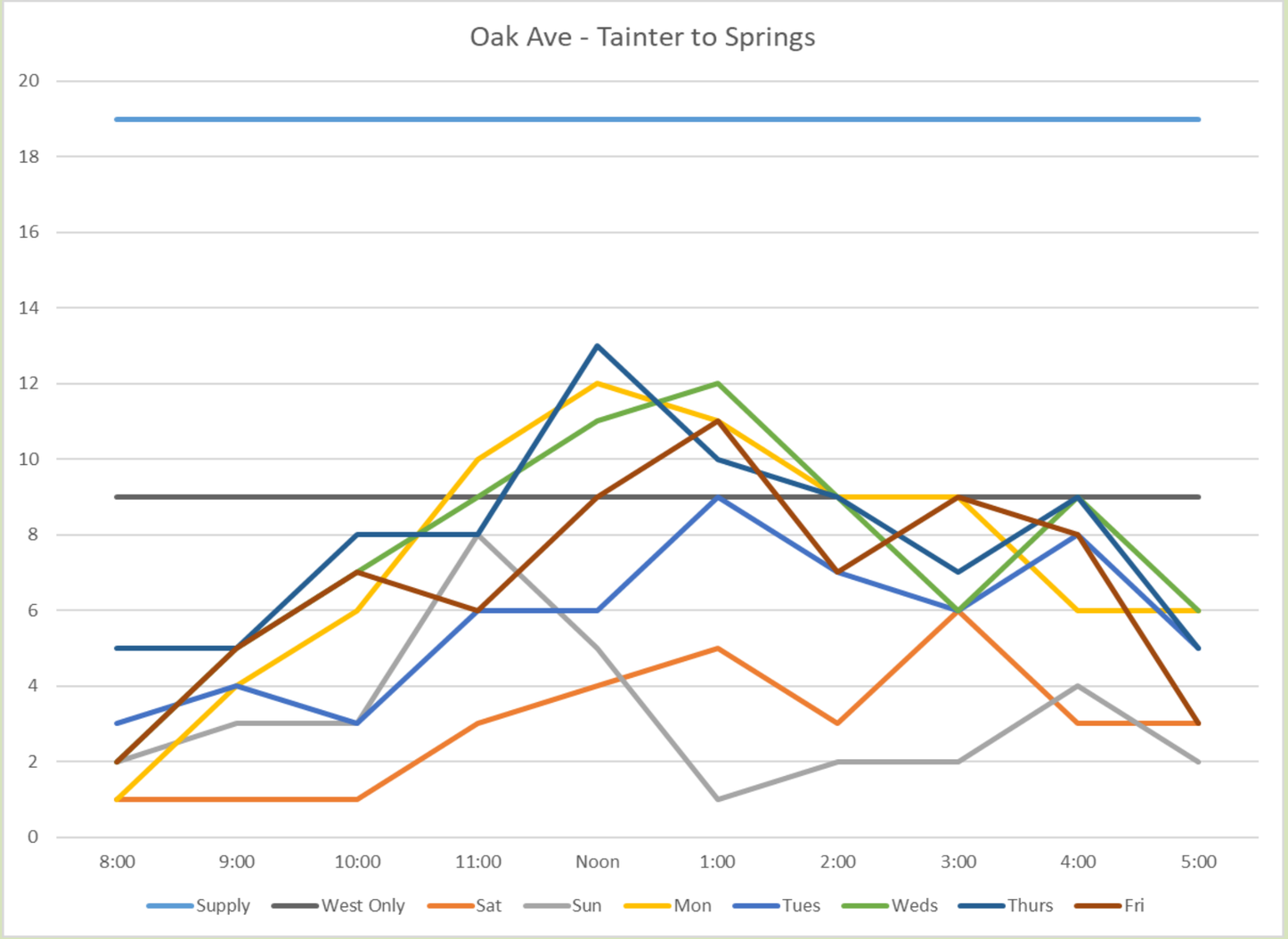
Parking Study Conducted by the Napa Valley Vine Trail Coalition



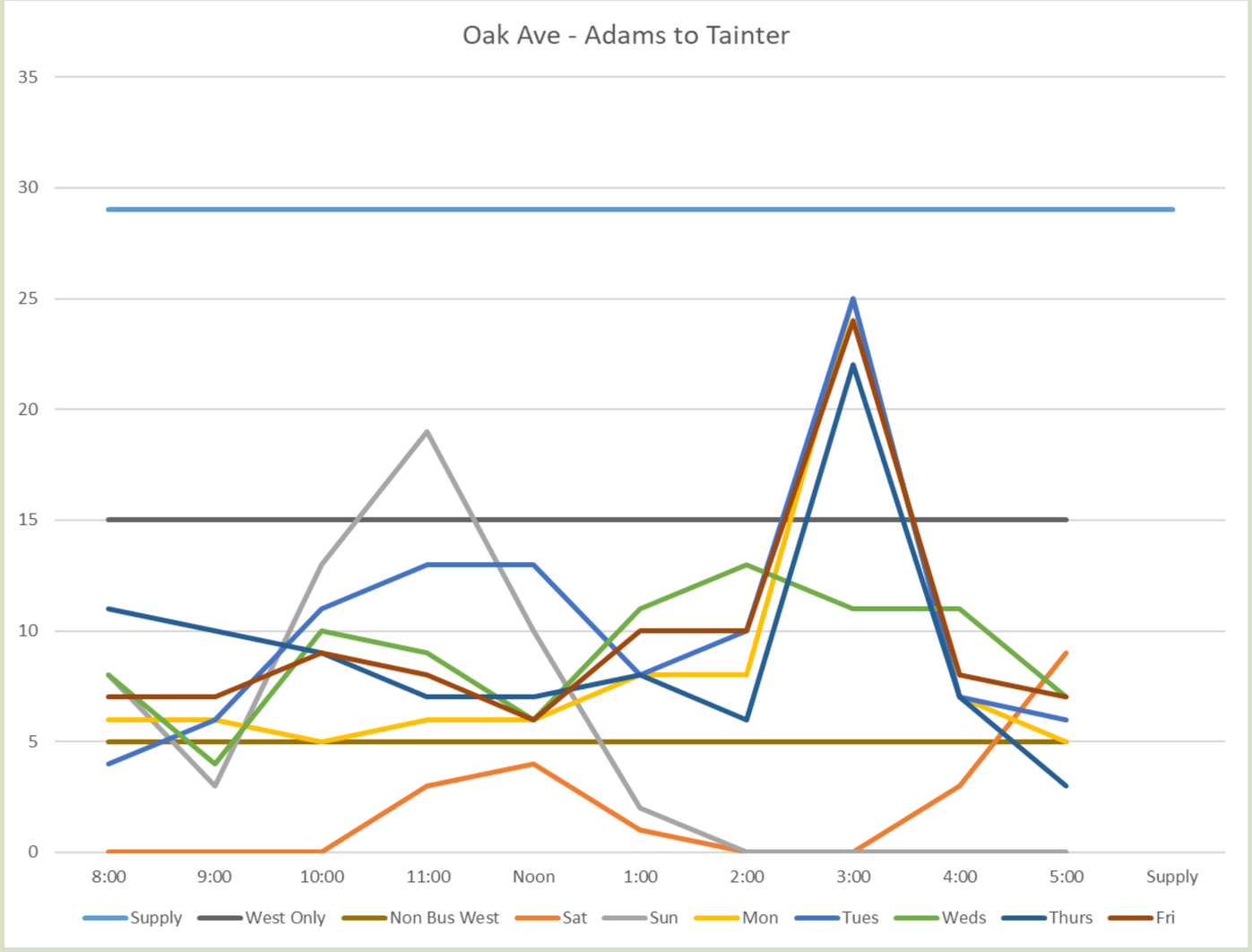
Parking Study Conducted by the Napa Valley Vine Trail Coalition



Parking Study Conducted by the Napa Valley Vine Trail Coalition



Parking Study Conducted by the Napa Valley Vine Trail Coalition



City of St. Helena
Special Joint Active Transportation and Sustainability Committee and Parks and Recreation Commission Meeting
Wednesday, March 2, 2022 @ 5:00 PM

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. Members of the public and other parties are welcome to email their comments to the Staff Liaison Preya Nixon at pnixon@cityofsthelena.org

This meeting will be conducted pursuant to the provisions of Government Code Section 54953 (as amended by AB 361) which authorizes teleconferenced meetings under the Brown Act during certain proclaimed States of Emergency. The Governor of California proclaimed a State of Emergency related to COVID-19 on March 4, 2020. This teleconferenced meeting is necessary so that the City can conduct essential business and is permitted under Government Code 54953 in order to protect public health and safety of attendees.

Consistent with Government Code Section 54953, this meeting will be held via teleconference only, and will not be physically open to the public. Board, Commission and Committee members and staff will teleconference into the meeting by audio and/or video. The meeting will be conducted via Zoom Webinar.

Those members of the public wishing to participate must do so remotely via Zoom electronic meetings in the following ways; by either logging onto the Zoom link located on the meeting agenda (please download the app to your computer or mobile device) and enter the meeting ID or by calling a listed number and enter the meeting ID. Public comment for meetings will be accepted via email to publiccomment@cityofsthelena.org. All public comments must be emailed by two hours prior to the meeting. Emailed public comments will not be read out loud but will be publicly available and attached to the on-line agenda.

Please see the end of the agenda for detailed PUBLIC PARTICIPATION instructions.

Please click on the link below to join the Joint ATSC/PRC Special Meeting:

https://us02web.zoom.us/j/89428222377

Or One tap mobile :
US: +16699006833,,89428222377# or +13462487799,,89428222377#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099
Webinar ID: 894 2822 2377
International numbers available: https://us02web.zoom.us/u/kbMZ8Ar96

Page

1. CALL TO ORDER
2. ROLL CALL

Committee Chair: Leslie Stanton, Vice Chair: Jeff Farmer
Members: Glenn Smith, Madelyn Chandler, and John Zimmerman
Alternate Members: Terra Sampson, Katherine MacDonnell
City Council Member Liaison: Paul Dohring, Vice Mayor
Staff Liaison: Preya Nixon, Asst. to the City Manager

Commission Chair: Matt Demchuk, Vice Chair: Tye Taylor
Members: Michelle Deasy, Christopher Warner, and Rebekah Weeman
City Council Member Liaison: Eric Hall, Councilmember
Staff Liaison: Amalia Kulczycki, Interim Parks & Recreation Director

3. PUBLIC FORUM:
Under California law, public comments at special meetings are limited to subjects on the agenda only. Therefore public comment will take place during consideration of the item. Each person's comments shall be limited to 4 minutes.

4. SCHEDULED MATTERS:

4.1. Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena 7 - 211
Prepared By: Preya Nixon, Asst. to the City Manager

Attachment 1: ATSC.PRC Presentation 2 March 22
Attachment 2: Staff Report
Attachment 3: Survey Results Questions 1-5
Attachment 4: Q6 Additional Feedback - Survey Monkey
Attachment 5: January 11, 2022 City Council Staff Report on Vine Trail Alignment
1.Anthony Micheli.Publiccomment
2.Anthony Micheli2.Publiccomment
3.Bobbi Monnette.Publiccomment
4.Chris and Lauren Blanchard.Publiccomment
5.JamesOrr.Publiccomment
6.Karen Aldoroty.Publiccomment
7.Kim Phinney.Publiccomment
8.Richard Shurtz.Publiccomment
9.Richard Shurtz2.Publiccomment
10.Tom Rinaldi.Publiccomment
11.Ken Stanton.Publiccomment
12.Jacqueline Hilger-Rolfe.Publiccomment
13.Jacqueline Hilger-Rolfe2.Publiccomment
14.JodieNieman.Publiccomment
15.Tina Perrino.Publiccomment
16.Deacon and Leslie Wightman .Publiccomment
17. NCBC.Publiccomment
18. Ron Arata.Publiccomment
19. Gisela Campagne .Publiccomment
20.Stephanie Iacobacci.Publiccomment
21.Nancy Tennyson.Publiccomment
22.Mark Anisman.Publiccomment

23.Mark Triska.Publiccomment
24.Elaine Honig.Publiccomment
25.Lorraine Barker.Publiccomment
26.Catherine Courage.Publiccomment
27.Brad Lee.Publiccomment
28.Pam Smithers.Publiccomment
29.Jay K. Smith.Publiccomment
30.Matthew Kulczycki.Publiccomment
31.Paul Wagner.Publiccomment
32.Holly Ong.Publiccomment
33.Dave and Karen Taylor.Publiccomment
34.Annette Smith.Publiccomment
35.Joseph Pramuk.Publiccomment
36.Gerardo Capiel.Publiccomment
37.Safeway.Publiccomment
38.Jay Greene.Publiccomment
39.Terry Tracy.Publiccomment
40.Samantha Smith.Publiccomment
41.Julie Herdell .Publiccomment
42.Myrna David .Publiccomment
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47.Alan Johnson.Publiccomment
48.Matthew Cook.Publiccomment
49.Vivian L Robison.Publiccomment
50.Charlie Crocker.Publiccomment
51.Deborah Magowan.Publiccomment
JOINT MOTION FROM THE ATSC/PRC

5. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for April 6, 2022 at 5:00 pm at a location to be determined.

I do hereby certify that a copy of the foregoing agenda was posted on the City website on February 25, 2022.

/s/ Preya Nixon
Preya Nixon, Asst. to the City Manager

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact City Hall at (707) 967-2792. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility.

The ZOOM web link, meeting ID, and phone number will be listed at the top of the Active Transportation and Sustainability Committee Agenda. You will be required to enter the meeting ID, but there will be no

password or participant ID.

How to Watch or Listen to Active Transportation and Sustainability Committee Meetings:

1. Watch and Listen on Zoom.us by clicking on the link in the Active Transportation and Sustainability Committee Agenda
2. Listen only by calling the Zoom number listed on the Active Transportation and Sustainability Committee Agenda

Watch the Active Transportation and Sustainability Committee Meeting by Joining the Zoom Meeting:

1. **By Computer, Tablet, or Smart Phone:**
    a. Before joining the virtual Active Transportation and Sustainability Committee Meeting, it is highly encouraged that you download the Zoom App. To sign up for your own free account, visit zoom.us/signup and enter your email address. You will receive an email from Zoom (no-reply@zoom.us). In this email, click Activate Account.
    b. If you are logged into your account, Enter the **Meeting ID** listed on the Active Transportation and Sustainability Agenda. If you have not created an account go to: https://zoom.us/join and enter the **Meeting ID**
    c. Select if you would like to connect audio and/or video and tap **Join Meeting**.
    d. For specific instructions for your device, go to: https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting
2. **Listen Only by Telephone:**
    a. **Dial** the number listed on the Active Transportation and Sustainability Committee Agenda.
    b. At the prompt, enter the **Meeting ID** provided on the top of the Active Transportation and Sustainability Committee Agenda and **Press #. A participate ID is not required.**
    c. To disconnect from the meeting, hang up the phone.

Ways to Provide Public Comment:

While attending the virtual Active Transportation and Sustainability Committee Meeting, the public will have the opportunity to provide live public comment during Public Forum and after each agenda item. When it is the appropriate time for public comment the Chair will verbally open public comment. At this time each individual is permitted 4 minutes to speak.

1. **Send a Public Comment in Advance to** publiccomment@cityofsthelena.org
   The easiest way to provide public comment is to email your public comment. Public comments may be emailed to publiccomment@cityofsthelena.org. Please include in the subject line "COMMENT TO ATSC and the AGENDA ITEM". Any public comment is required to be submitted no later than 1 hour before the scheduled meeting and will be included as an attachment to the agenda.

2. **Provide Comment through Zoom meeting from a computer, tablet, or smart phone**

This option allows the public to virtually attend the meeting as a muted 'attendee' with no video or screen sharing capabilities. You will be able to see and hear those participating in the meeting, but they will not be able to hear you until the host unmutes you.

If you wish to provide public comment during a specific agenda item or during public forum, you can use the **"raise hand"** feature located in the control panel at the bottom of your screen. The icon is a small blue hand. In Windows you can also use the Alt+Y keyboard shortcut to raise or lower your hand. In Mac you can also use the Option+Y keyboard shortcut to raise or lower your hand.

The host will be notified that you've raised your hand and you will be placed in a queue with all incoming requests.

When it is your turn to speak, you will be notified that the host has unmuted you. To be removed from the queue, just click the '**raise hand'** button again.

3. **Call in to the ZOOM meeting from a cell phone or landline phone only**
   This option allows the member of the public with the opportunity to verbally participate in public comment.

If you wish to speak during public comment time dial ***9** on your telephone.

The host will be notified that you would like to speak and you will be placed in a queue with all incoming requests.

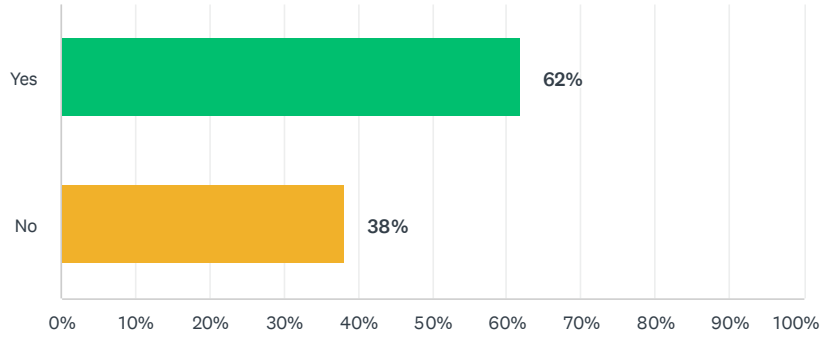
When it is your turn to speak, you will be notified that the host has unmuted you. You may press ***9** again if you wish to be removed from the queue.

You will be notified at the end of your statement that you have been muted.

City of St. Helena Vine Trail Alignment Survey

Q1 Do you live within the City limits?

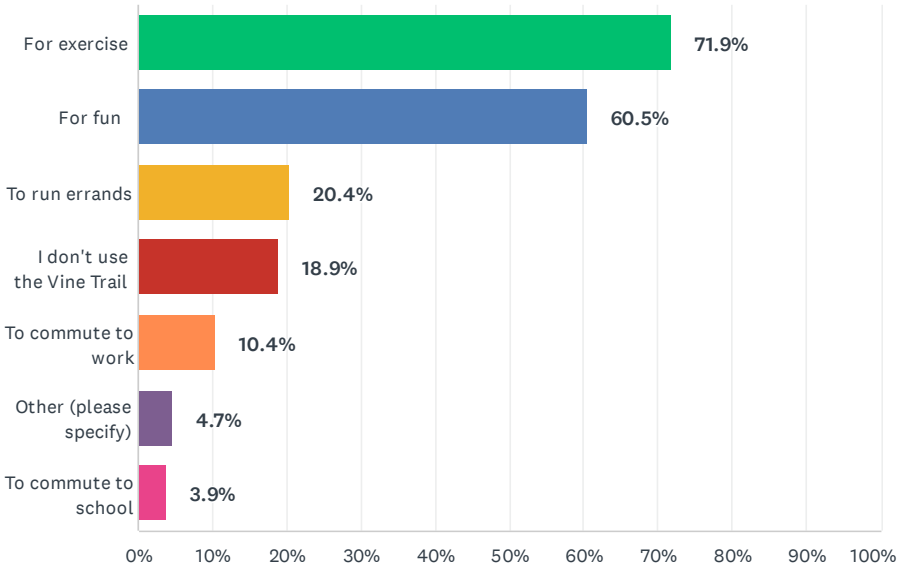
Answered: 489 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	62%	302
No	38%	187
TOTAL		489

Q2 For what purpose do you use the Vine Trail, or what would you use the Vine Trail for?

Answered: 491 Skipped: 1



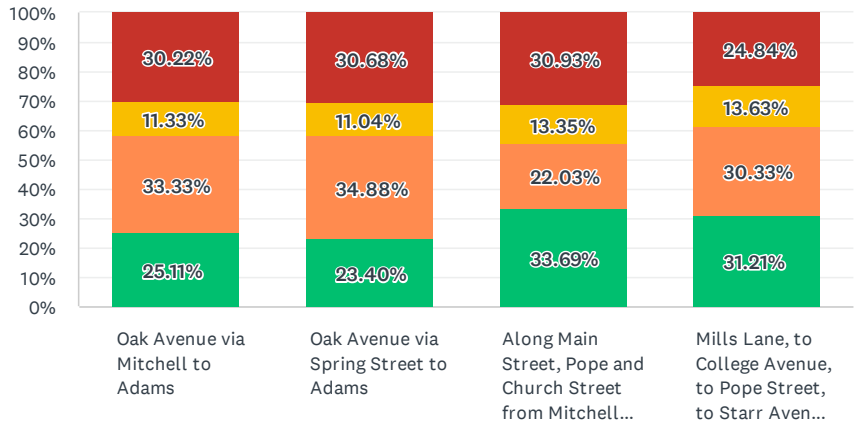
ANSWER CHOICES	RESPONSES	
For exercise	71.9%	353
For fun	60.5%	297
To run errands	20.4%	100
I don't use the Vine Trail	18.9%	93
To commute to work	10.4%	51
Other (please specify)	4.7%	23
To commute to school	3.9%	19
Total Respondents: 491		

#	OTHER (PLEASE SPECIFY)	DATE
1	For my child to bike to school safely	3/5/2022 10:24 AM
2	Bicycle	3/4/2022 11:33 PM
3	Visit new places - restaurants, wineries, places of interest	3/3/2022 3:59 PM
4	for health	2/25/2022 10:58 AM
5	Health...I have CAD so I need to exercise every day.	2/24/2022 6:42 AM
6	Its an activity for all the generations together . I am 68 (I have an electric bike) My 37 yearold	2/23/2022 6:47 PM

	son and his wife and their 2 kids all ride our bikes together .	
7	recreational rides	2/23/2022 4:45 PM
8	I'm a senior and now drive to connect to the vine trail to have a safe place to cycle. Connecting in town would be great	2/23/2022 3:57 PM
9	visit wineries	2/23/2022 3:40 PM
10	To stay off main thoroughfares for safety reasons	2/23/2022 3:37 PM
11	Want to get to Calistoga safely	2/23/2022 3:10 PM
12	Visit St. Helena from Napa	2/23/2022 3:09 PM
13	All the above	2/22/2022 9:59 AM
14	relaxing	2/22/2022 9:53 AM
15	For a safe way to traverse via bike or walking without having to risk traffic	2/21/2022 12:17 PM
16	Haven't had a chance yet but plan to soon	2/21/2022 12:09 PM
17	Family Time	2/21/2022 11:41 AM
18	gathering place	2/21/2022 11:21 AM
19	My family lives in St. Helena and I frequently visit, so I would use it to bike to downtown to shop, enjoy restaurants, etc. Also for work meetings in St. Helena	2/16/2022 9:41 AM
20	Reduce environmental impact by not driving as much as possible	2/14/2022 9:01 PM
21	Bicycle Tourism	2/12/2022 1:13 PM
22	Walk my dog	2/10/2022 8:56 PM
23	Walk / Bike to Restaurants and shops	2/10/2022 3:08 PM

Q3 How comfortable are you with each alignment option?

Answered: 479 Skipped: 13

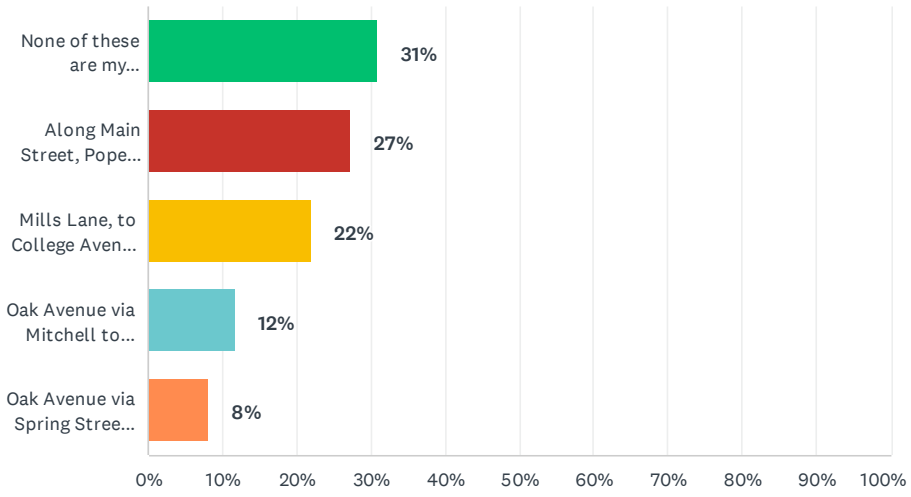


	VERY COMFORTABLE	COMFORTABLE	NOT COMFORTABLE	NOT COMFORTABLE AT ALL	TOTAL
Oak Avenue via Mitchell to Adams	25.11% 113	33.33% 150	11.33% 51	30.22% 136	450
Oak Avenue via Spring Street to Adams	23.40% 106	34.88% 158	11.04% 50	30.68% 139	453
Along Main Street, Pope and Church Street from Mitchell to Adams	33.69% 159	22.03% 104	13.35% 63	30.93% 146	472
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	31.21% 142	30.33% 138	13.63% 62	24.84% 113	455

City of St. Helena Vine Trail Alignment Survey

Q4 What is your preferred route?

Answered: 477 Skipped: 15

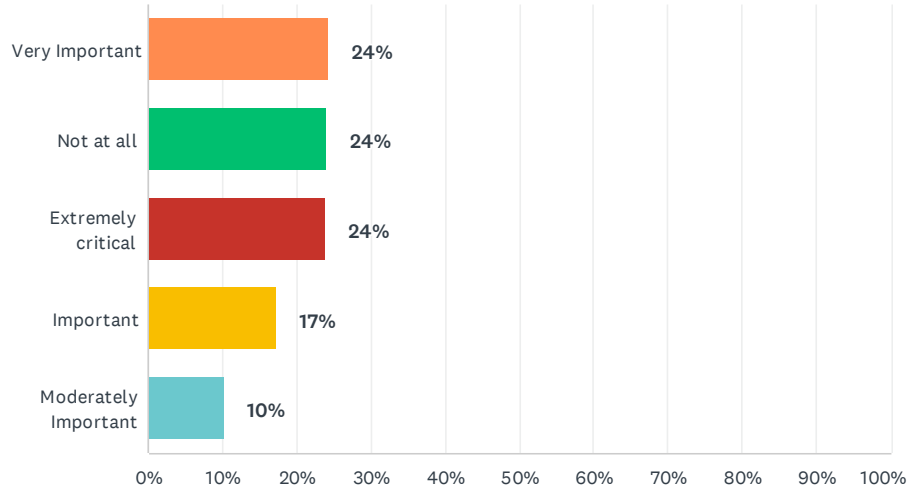


ANSWER CHOICES	RESPONSES	
None of these are my preferred route	31%	147
Along Main Street, Pope and Church Street from Mitchell to Adams	27%	130
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	22%	105
Oak Avenue via Mitchell to Adams	12%	56
Oak Avenue via Spring Street to Adams	8%	39
TOTAL		477

City of St. Helena Vine Trail Alignment Survey

Q5 Is it important for you to have access to the Vine Trail in St. Helena?

Answered: 492 Skipped: 0

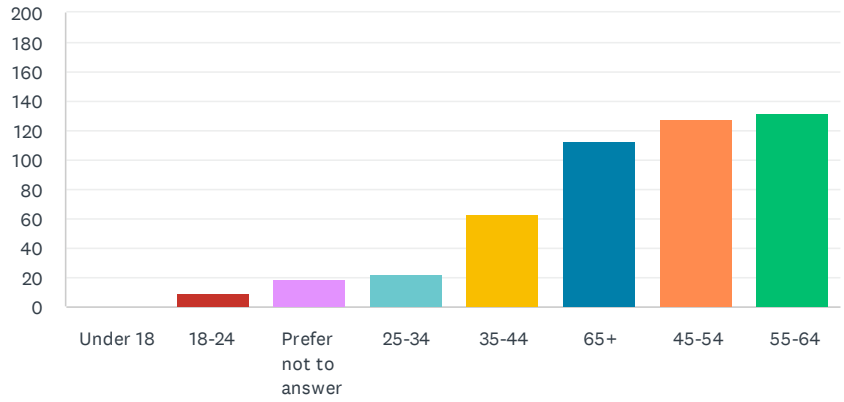


ANSWER CHOICES	RESPONSES	
Very Important	24%	120
Not at all	24%	119
Extremely critical	24%	118
Important	17%	85
Moderately Important	10%	50
TOTAL		492

City of St. Helena Vine Trail Alignment Survey

Q7 Optional: What is your age?

Answered: 486 Skipped: 6



ANSWER CHOICES	RESPONSES	
Under 18	0%	0
18-24	2%	10
Prefer not to answer	4%	19
25-34	5%	22
35-44	13%	63
65+	23%	113
45-54	26%	127
55-64	27%	132
TOTAL		486

City of St. Helena Vine Trail Alignment Survey

Q6 Please share with us any additional feedback on the Vine Trail that you would like

Answered: 257 Skipped: 235

#	RESPONSES	
1	My family prefers the option that ends south of town and starts again at the north end of town. It should not go through city streets and neighborhoods	
2	Why not route it right on Zinfandel to the Silverado Trail, then back via Deer Park? Or, the other extremely obvious route would be right on Rte 128 where Rutherford Grill is, to the Silverado, then left via Deer Park. Much better for our small town that already has too much traffic.	
3	How about the Vine Trail stopping at the South end of town and continuing at the North end of town.	
4	Running the Vine Trail through any of St. Helena's small residential streets seems like a recipe for disaster for families, bicyclists, and the town in general. Why not end the trail before St.H and pick it back up just after St.H as I believe other towns do.	
5	To be frank, our town doesn't have the space to add in this trail. This would eliminate vital parking spaces that are already in short supply. I think the trail is great for in between towns, but that doesn't mean we have to have them run through town. Perhaps a starting and stopping point on both ends of town? That way citizens and businesses won't be hurt. I'm sure Mr. McMinn wouldn't want this trail running right next to his house.	
6	Option B1 would be preferred, but the stop at the edge of downtown and pick up on the other side would be a good solution.	
7	I think Oak Avenue is a terrible option, given the fact that the churches along the route hold services, weddings and funerals regularly and the elementary school is along the route as well. Please find a route that doesn't impact residents and businesses so much.	
8	Should absolutely not go through Saint Helena. Congestion is constant especially during school pick up and drop off, removing a lane would cause absolute chaos for families taking their kids to and from different school. The schools would have to change their start and stop times to adjust for the increased time to get to siblings to different schools every day. Specific Vineyards should be compensated for the use of some of their property to have trail go through if having a vine trail is that important. Compensation should not be the responsibility of citizens via tax breaks or subsidies, it should end solely on fundraising and donations from those that are interested in having the trail.	
9	There are so many important issues pertaining to the use of Church St. for the Vine Trail. Safety is number one for the residents that live there. Logistics re traffic, trash pick up, residents pulling in and out of their driveways, delivery trucks and space for them to manuver and stop to deliver pkgs., residents living on the opposite side of traffic flow not being able to get to their home without making out of the way routes just to get to their homes. And the list goes on.	
10	Stop the Trail south of town and continue it north of town.	
11	Taking the Vine Trail through neighborhoods, particularly those with narrow streets is ludicrous. Shunt the cyclists over to the Silverado Trail.	
12	More info please I am concerned how trail will impact community	
13	The section of Main from Crinella to Pratt is extremely dangerous now with the hotel turn lane and no parking on Main North from 1820 to Pratt. Would you consider routing cyclists down Park from Crinella to Pratt?	
14	We have to message that this is for generations to come. Setting up the area better than what it is now. To many comments are about the now but the future transportation concerns need to	

	be addressed and executed so we can evolve with better modes af travel.	
15	North of Yountville, the Vine Trail is poorly-conceived and executed. It has no place usurping already crowded streets in St. Helena.	
16	It's crazy!!! Don't need to pass thru St H. Just restart in Krug Winery area. Don't muck up St. Helena	
17	I believe having the trail along Oak would be the safer option and better serve the locals as well as visitors. Whether starting from Mitchell or Spring st. Kids will have a safer commute, visitors will be able to access storefronts easier. It may also help cut down on the Oak street traffic and people using Oak to bypass main st traffic, especially if part of Oak becomes one way.	
18	I feel that the original survey was flawed and that while asking for public comment, the city and committee had already made a decision independent of feedback. Particularly independent of feedback from those in the community that their decision would affect most acutely. I feel as if this decision is being rushed, literally shoved down our throats and I'm not sure why. I realize grant timing is in the balance but CEQA review and environmental studies have yet to be conducted so seriously, there is time to make a decision that's right for all citizens of Saint Helena, not just the most expedient decision. At the community Zoom meeting on 3/2/22, Mr. McMinn actually said that some citizens will have to "sacrifice" for the greater good of everyone else! Is that really the message you want to send to your city? I wonder if he would feel the same if the vine trail was proposed to go directly in front of his house, right up to his driveway, his front yard and front door. While I do not speak for him, my assumption is he would not approve. Additionally, I wonder how he would react if he was one of the citizens in his town required to "sacrifice" his happiness, his peace and tranquillity, his convenience, his neighborhood accessibility, his community with his neighbors, his safety and the safety of his family and friends/colleagues, his property value, all against his wishes… all for the greater good of his city. My guess is not well. The Vine Trail would be a wonderful addition to Saint Helena and we welcome it! But, there is no need for it to come at the expense of all these proposed neighborhoods. They are all heavily trafficked and dangerous, and one is an actual tiny neighborhood that you're proposing to eliminate. There are other options to consider, the GAP option being high on the list of community residents if you would only listen and consider it. I hope you will do so.	
19	I find these routes very disruptive to the town of St Helena. I feel that we can not afford to lose even one parking spot in these proposed routes. I have supported the Vine Trail in many different ways via my winery, Whitehall Lane (wine donated, possible easements). If the Vine Trail moves forward within the city limits as proposed, I need to rethink my support of this project. Feel free to reach out to discuss - Katie Leonardini	
20	No one route Vine Trail thru town. Instead, enhance existing street surfaces and bike routes within town for a diffusive flow.	
21	Use trail access points on south & north side of town - do not disrupt street configurations within town as it's already congested	
22	As a long time resident. I feel the trail is wonderful! But when it arrives in St Helena it should end in town and pick up on the outskirts. Allow them to navigate town to perhaps have lunch or shop.	
23	If it is out my back door, the peaceful & quiet that I purchased will be gone.	
24	We would like to see a Vine Trail terminal at the Napa Valley College site. VT travelers should then cross St Helena on foot and the Vine Trail would resume north of town. We understand this strategy for the VT has been applied in the Oxbow area of Napa. St Helena city has narrow streets, congestion and unfortunately, traffic frequently moving at unsafe speeds in residential areas	
25	I live outside of St. Helena and bicycle through probably, 3-4 times a month and a visual or map of your locations would help me as I'm not so familiar with the street names. Or provide a map alongside the questions. I often bike all the way through Main st. And have no issues. I'm an enthusiast bicyclist.	
26	I have lived here for over 50 years, as a matter of fact I was born here. Please stop ruining my way of life and trying to turn my small town into a big city cluster. This town has already lost much of its small town integrity. Things occurring are making me rethink dying in the town I've	

	lived in all my life and moving to another location. The changes that have occurred and those I see coming like a freight train are extremely sad and disheartening.	
27	Bypass town and run along river or Railroad tracks like between Yountville and Napa.	
28	There needs to be funding planned to maintenance and cleaning of the trail	
29	I like the idea of bringing tourist to enjoy our town in a way that does not disrupt our everyday life. However using these roads Adams, Oak, Pope This is where people are doing their pick up and drop off of kids. There is already enough hardship on Adams and Oak Avenue where the school is. It is also a huge hang out for our children getting out of elementary and middle school.	
30	Put your bike trails in our state parks. I don't want it on my street. Traffic is bad enough already.	
31	get it together. St Helena is already in trouble for many reasons. this does not seem like a good plan for the small businesses on Adams either.	
32	I would like to see you spend more money if necessary to not have it on busy streets with no detours	
33	I would like St Helena to be a part of the Wine Trail, I have used it myself down to Napa via bike. However, the trail does not go through other towns, and instead follows route 29, or the train tracks. I believe it would be beneficial to have the trail stay on one side of St Helena Main Street , so that it does not cross in the middle of town. This would be disruptive to both residents and visitors of our town. Similar to Yountville, the wine trail does NOT cross into the town, but instead picks up outside of town, by their fire department. Thanks Cat and Pat 1685 Voorhees Cir & Mitchell Dr	
34	You are once again taking away parking, adding to traffic congestion in a town where it is already difficult to park and get around. You keep approving housing (new construction) on Pope St. with no consideration for parking on a street we already can't park on. The trail should end at the south end of town and continue on the north end. This is so tiring!	
35	Don't have it run through downtown St Helena. There are not enough areas to park, you're adding a nuisance for the homes around these proposed trail locations and traffic is already congested in these parts. Adding constant bicyclists and foot traffic is only going to make the situation worse. Also concerned about it being near schools and the safety of our children. This is a community, the Trail south of us doesn't run through a town like St Helena.	
36	This needs to be safe for everyone	
37	I support the Vine Trail but not negatively impacting our limited road system and community within our town.	
38	If any part of Oak Avenue is used for the Vine Trail, trucks should not be allowed access to the street except for local deliveries. It is now used by truckers to by pass main street	
39	This trail should not be on residential or surface streets in town. It should snake thru the vineyards, and you should do the necessary work to obtain easements from vineyard owners. Putting this trail on residential surface streets interferes with parking, private life, the flow of the town and traffic. Be smart, don't try to squeeze it in on the surface streets of our town	
40	I am very much opposed to the Vine Trail negatively impacting residential and business district streets and parking within the city limits of St Helena.	
41	Compromising St. Helena residents and traffic patterns is not a good idea. Commuting to work will be impeded.	
42	Everyone already bikes to school or work locally if they can, but for most it's not practical. There is no need to enter residential neighborhoods. Have the trail end at Sunshine's parking lot. Then bikers can use one of 3 crosswalks (Pope/Spring/Hunt) to cross the street and then bike over to the connection on the railroad tracks at Hunt/Railroad. We can't afford to lose any parking in this town, we have a parking crisis. How is allowing something that will likely be 90% tourist serving in residential neighborhoods consistent with the general plan?	
43	Why not have the Vine Trail go up Sulphur Springs to Crane and Valley View and utilize/upgrade the current bike lane on Valley View? it can then cut across Hudson or Allen to	

	Madrona so it can be used for school commutes more. Kids need to be able to bike to school. Don't let naysayers convince the town that we do not want the Vine Trail!	
44	The Vine Trail offers a distinct life-style enhancement for the actual residents of Napa Valley	
45	This town needs more hotels and fewer people saying NO to everything!	
46	Primary concern is for the safety of the many bikers who are endangered on the Silverado trail. The Vine Trail is beautiful and provides a safe place for locals and tourists to enjoy the Valley.	
47	I think that the segment right within the city-- from the north at Adams to the south at Mitchell--should be left open. Maybe after time and use, it will become more apparent what the best route would be through the city.	
48	The Vine Trail has never gone through a small town residential areas and streets and this is not a good plan. I support the option to provide a break downtown and have the trail stop south of town and pick up again north of town. Cutting through our town is dangerous and too disruptive to our small community and removes even more precious parking spaces for our businesses and residents. I vote no.	
49	The city streets aren't the vine trail problem. It's outside of the city where there needs to be a safe trail, that is separated from the highway	
50	How about so Crane Ave via lewelling LN, Valley View street, Spring Street, Main Street!!	
51	I hope it is done soon!	
52	I am fully supportive of the vine trail. To be able to bicycle small commuter segments and /or the entire length of the valley safely will add greatly to the quality of life in the county.	
53	Alterant B1 would be the best.	
54	I hope it will be done	
55	Love/ enjoy riding the vine trail, however due to all the wine tasting g rooms, feel it is safest for all to avoid hwy 29. Thank you!	
56	The Mills Lane option looks to be the least intrusive, although I didn't see this route on the document from St Helena. Although I guess it will still affect residents on Starr Ave.	
57	Chose Mills but church is a good backup plan	
58	I did not see the Mills Lane option in the documentation, but if that were available I would prefer. 2nd is Church St.	
59	I would like to see the Vine trail provide an alternate route up/down valley to avoid SilvTrail from Zinfandel Ln to Deer Park. As a car commuter and weekend cyclist, it is this area that is seems most hazardous.	
60	It was hard to decide which route is best because no details were given for where the vine trail will exist as it enters St Helena. ie. which side of 29 it will be on. From what I researched, it looks like it will be on the west side of 29 as it enters the city.	
61	It's time to get this done. It will be a huge benefit to the residents of St. Helena, and for tourists who want to experience the Napa Valley in a different way. It will also be safer than Silverado or the highway for cyclist.	
62	As much as possible away from highway 29 traffic	
63	The Vine Trail is awesome! Expanding beyond Yountville is a huge priority. Direct access to St Helena proper is not huge for me but using the trail as far north as possible is. I only occassional use the trail south of Trancas.	
64	This is a wonderful addition but should be properly planned so that it doesn't create even more traffic hassle for the downtown corridor by placing bikes in competition with cars on Main Street which is already crowded and hard to navigate and it also should not run through otherwise untraveled neighborhoods.	
65	We just need to find a way to make this happen	
66	It’s a great project	

67	A safe, fun outing with family and especially the grandchildren.	
68	I don't live in SH so I am not familiar with street routes but I am looking forward to the extension of the Vine Trail. I use the Napa to Yountville Vine Trail almost daily.	
69	Love what the vine trail is doing for our community! Promoting health, wellness and community by interconnecting us all through these safe bike routes. Santa Barbara has many through bike trails…since 1998!!! Why not Napa? Let's get with the times!	
70	I think it is critical for the Vine Trail to be completed and for it to be in St. Helena.	
71	Bringing a rural bike trail thru a congested city is an accident in the making.	
72	This is a safe way to establish more accessibility. A great way to increase the connectivity of both the physical city and the populace. The trail, no matter which direction is takes through town is a wonderful addition to the city and it will make Saint Helena even a more friendly place to live and visit.	
73	What a fantastic project to bring another form of transportation and recreation to Napa Valley! I trust the city of St. Helena will strongly support the project through the city!	
74	It's been way to long . Hard to believe we so much push back from the community about a simple bike path which serve everyone. Once complete will really create a world class destination. Amazing that 3rd class destination have excellent bikes . We aren't asking for whole lot . Thank you for your hard work .	
75	Please do not let NYMBism direct the future of the trail. A few vocal ones can ruin the potential to help more people, specially students with commuting options	
76	I bicycle to exercise. I feel that the bike trail has taken to long to be finish.	
77	Scenic views would be appreciated	
78	Down town St Helena was not built for a bike route or road closers for giant barrel Christmas trees	
79	I love riding through St Helena, but I take it very seriously. They do not see you, and have probably had a couple glasses of wine...I am always ready to do any maneuver to save my life, especially turning off Main St.	
80	The condition and narrow aspect of Oak Ave. is a game changer...it sux...	
81	They can walk there bikes on the side walk and enjoy our town or ride on main st	
82	Already supporting the trail with donations - best to connect through town in an organized way vs a free-for-all	
83	THIS IS SO IMPORTANT NOT ONLY FOR CYCLISTS BUT WALKERS, JOGGERS, MOTHERS WITH STROLLERS, PEOPLE IN WHEELCHAIRS. IT'S IMPORTANT WE HAVE A USER-FRIENDLY TOWN THAT IS SAFE AND SECURE .	
84	I love The Vine Trail! It is great for exercise (mental and physical) and running errands. If a business is close to where I can ride The Vine Trail I will go there more often and take my bike. Plus there is nothing like seeing happy kids with their huge smiles, decorated bikes, helmets customized with stickers, and even training wheels if needed, out for a ride with their families.	
85	I don't think the purpose of the vine trail is for children to get to school.	
86	This would allow me to ride to work.	
87	We are looking forward to using the vine trail	
88	Is there anyway to look at the railroad route through St helena with fencing along the city limits? Also is Silverado trail an option? Or along creek bed? Assume not but had to ask as both are more obvious than disrupting in town-but the trail is impt!!!	
89	.	
90	The vine trail should parallel the train tracks through SH as it does on the rest of the route.	
91	The need for foot/bike traffic could not be more critical for the economic vitality of our town.	

	We see several empty storefronts, talk about lack of parking, and the need to make SH more family friendly. The external perception of SH being isolationist in the valley would only be reinforced were we the only municipality to not make this work. While I live in Deer Park, I work in the schools and am saddened by our inability to grow the economic and social vitality of our community.	
92	being able to ride from Calistoga to American Canyon and Vallejo (for the ferry) is very important. We need a safe trail through St. Helena.	
93	Love the vine trail for bike riding	
94	I'd like to see the Vine Trail come into town from the North along the RR right-of-way to Hunt. Have a kiosk there to let riders know where to pick it up going South. Parking could be on Library Lane and Adams Street (east side) for those wanting to drive into town with bikes. Directional signage needed.	
95	.	
96	All of the routes sound fab as long as (for safety) they have an actual bordered or separated path - in other words - more than a painted line between riders and cars. The Mills lane path seems quite circuitous, but I guess that's ok. The other paths go on very busy roads, thus the feedback about a safe, bordered path. My house burned in the Glass fire, so I'm currently in a rental in Rutherford. Would love to ride without having to be along busy 29 with tourists weaving while looking at vineyards and nothing but a painted line as a border. Good luck!	
97	I used to live in St Helena, and I now live in Calistoga, but have been here in the valley for most of my life - and the number of tourists here now make it more and more a priority to have safe bike paths to once again feel safe and comfortable riding up and down the valley.	
98	Fabulous opportunity for all	
99	I have previously lived in a bicycle friendly city and the education necessary to shift to a cycling culture is important. Many people don't follow cycling laws/rules of the road (helmets, signaling, etc.) and high speed cyclists can have issues sharing the road safely with others. These issues are of unique concern in our area that is not currently cycling friendly and because we draw tourists who may choose to cycle but not be prepared to do so safely. What will be done to educate the public? How will the trail be monitored for safety?	
100	As a Napa County resident, I am super excited for the Vine Trail to connect so many great places- to bike, walk or run! It would be sad if the trail skirted the town of St Helena, or had very few access points into town. I can easily see using the trail to bike or run with friends to shop, eat or wine taste, and the more accessable businesses, the better! Thank you for helping make this an amazing way to travel the Valley for locals and tourists, alike.	
101	I love the Vine Trail. It is wonderful that it is safe for all levels of bike riders.	
102	I want ample parking for my car, as I will travel via car to access the trail.	
103	My business is within city limits so this is why i am responding to this.	
104	The Vine Trail is not coming through St. Helena for the benefit of the locals. We already walk and ride on any and all public roads. So lets find the least offensive and disruptive route to get all those tourists through town without taking out local parking places and making locals stop unnecessarily because of tourists on bicycles!	
105	It has been a disappointing process over the past 10 years. Can't anyone make a decision?	
106	As a senior hoping to extend my biking life, having access in town near where I live is important.	
107	I think the Vine Trail is an amazing initiative that could really help to offer people an alternative to driving to see our beautiful valley	
108	Star to Adams bypasses the main city traffic	
109	I love to bike in Napa Valley but the roads have become too dangerous with drunks and inattentive drivers.	
110	I have been an avid cyclist in the Napa valley for over 20 years. I have a 2nd home in Yountville and regularly ride to St Helena. Having a safe bike trail would be a great benefit to all	

	residents and visitors and a wonderful benefit to the City and its local businesses.	
111	I believe the vine trail through SH is absolutely critical if we want a vibrant and energetic downtown. I believe it will benefit not only residents, but also the various businesses in the city center.	
112	Please, take the important step forward by supporting the Church St or the Oak Ave alignments of the Vine Trail. Change is hard, uncomfortable, and scary. But change is also an indisputable part of life. This is a generational opportunity to embrace a small change that will have lasting impact on my children and their children, and the countless thousands of others who will use the Vine Trail in St. Helena over the coming years.	
113	Try to keep the Vine Trail off major thoroughfares due to safety concerns.	
114	Please keep the vine trail away from streets and traffic - too many people walk children and pets on the trail along with cyclists	
115	The beauty of the vine trail is not in the individual segments but rather that as a whole it creates a connection from Vallejo to Calistoga, how cool is that!	
116	I would like the least street crossovers and direct route	
117	Why isn't a route on the west side of town being considered, i.e. Sulpher Springs to Crane to Spring? Would be more friendly to students commuting across town and would allow for a true Class I route.	
118	Move quickly, please	
119	I need to see a map to see where these routes are- I can not envision them without a town map. Can you provide a map showing the options? Naomiglass16@gmail.com 415-716-3812	
120	A non continuous option is preferable. Bike rest stop areas could be on either end of town. Cyclists don’t need a dedicated path through town. As a seasoned cyclist, I would much prefer to choose my own path the few blocks of downtown rather than disrupt either the east or west side.	
121	creating safe biking trails is important; however, none of these seem like great options given the existing congestion on these specific streets, already limited parking, and these are all residential areas.	
122	I'm a strong advocate of this project. It's personal to me as an avid cyclist, but in addition I strongly believe that it will increase tourism and most importantly, save lives. Having cyclists and wine tasters both sharing Silverado Trail is a disaster. My strongest preference with respect to any decision making is whatever makes it happen most quickly. Thanks to all that are working to make this a reality.	
123	This is a great community asset.	
124	Can't wait till all of the trail is completed!! Would also like to have the trail when along the highway swept on a schedule.	
125	Please consider mostly the local resident homeowners and their needs on their streets to be able to safely access their homes and driveways and enough room/space on their street for themselves and the current and future needs of local traffic and deliveries.	
126	As someone who has worked in St. Helena for almost a decade, please don't let a vocal minority of our community reject this critical opportunity for safe, accessible walking and biking through town. The alignment proposed by the Mayor and Councilmember Hall is almost as bad as no Vine Trail - it would force those who want (and need) a safe place to walk and bike to stay out of downtown, and be relegated to the fringes of our community. Shame!!	
127	This is a highly desirable route for locals and tourists especially with the boom of cycling since the COVID pandemic.	
128	Parking and traffic around Main Street is already difficult enough. Although access to the Vine Trail in St. Helena is very important to me, please don't bring the trail through already congested areas. Thank you!	
129	It’s time to get people out of their cars and onto other forms of transportation and this is an important link.	

130	what is the parking spot replacement plan for stealing parking from the already congested and limited parking down town or in the impacted residential streets?	
131	If Pratt Ave is going to be used it must be repaved. It is unsafe.	
132	It should not run through our already crowded neighborhoods. Maybe Run it along the railroad tracks path.	
133	The mills route is too far away to encourage residents to use sustainable transportation around town. There is no benefit from this route!	
134	I think that no matter what any survey says nor what any resident of St Helena says, the town council will do whatever they want to or whatever is most convenient for them, since none of the routes are nearby where any of them live. They simply don't care!	
135	I feel the city of St. Helena should figure out how we can accommodate the vine trail. I don't think vine trail users will park or dismount/ walk their bikes through Main Street in its current form. A long time resident told me when I first moved here in 2014 that I need not worry about future projects….nothing gets decided in St. Helena. I was in Holland last Oct. & the sheer number of bike riders commuting to work is impressive. For folks complaining about traffic the vine trail could be an answer. I won't ride my bike in town or on the Silverado Trail because I don't feel safe but would use a dedicated space. I heard a comment at the community forum last week about all the many issues the city needs to fix but let's remember that almost all the money comes from the vine trail organization.	
136	The Vine Trail will be an asset to St. Helena as it connects our town to down valley in a safe and community enhancing way. Allows more people to visit our town, support local retailers and restaurants without creating more vehicle traffic on our roads, particularly Hwy 29/Main St. We must have the Vine Trail in St. Helena.	
137	Please make it happen ASAP	
138	It is critical to have public space for use for walking, biking, and particularly for children to have access to a path where there is not a threat of cars. Fully in support of the Vine Trail	
139	St Helena is easily bikeable as-is, so let's keep the vine trail traffic away from congested areas as much as possible and then riders that want to visit downtown can easily do so	
140	From my desk on the 3rd floor, I have a birds-eye view of the challenging traffic patterns across Pope x Church x Main x railroad tracks. Equally challenging is the other end of Church x Hunt/ Railroad, where traffic converges from 6 different directions, including the big-rig trucks from Safeway and the Wine Train. The idea of overlaying the Vine Trail atop this dangerous mess is ill-conceived. As a resident at Mitchell x Voorhees, it is equally irresponsible to consider using Oak for the Vine Trail. The fact that the elem school is located at Oak x Adams - with all the parent traffic, child pedestrians and school buses already clogging up that area - would seem to add more danger and is ill-advised. To me, routing the Vine Trail around the edge of the busy downtown corridor makes the most sense. Don't get me started on the people who park trucks and oversized vehicles all along Hunt, Church and Pope, encroaching on driveways and busy street corners, and blocking the view to make a safe entry into traffic. Please accept my sincere gratitude for considering my feedback and opinion!	
141	Help develop the Vine Trail to have singles and families enjoy outdoors and exercise together	
142	The connectivity would enhancing going throughout the valley.	
143	I highly oppose the Vine Trail on Church Street! As it is there the road is narrow with street parking and traffic flowing both ways. Large trucks also use Church Street for Safeway, beverage deliveries to business on Church St, and other vendors.	
144	We need fewer cars in St. Helena! People who are complaining about parking need to walk and ride more! Bikes are not what is causing traffic. Cars are! Do not let the loud few push the Vine Trail out of St. Helena!	
145	It is unfortunate that any potential Vine Trail through the city of St. Helena puts extreme pressure on already challenging intersections and throughways for the locals to get to and from schools, stores and medical offices. In a perfect world, Church street would be a one-way going north, Oak Avenue one-way southbound, and St. Helena Main Street would be for foot and bicycle traffic only, as well as outdoor dining from Mitchell to Adams St., or even Pine Street on the north end of town.	

146	Please put the money into improving overall road conditions. Well maintained roads can serve both cars and bikers alike.	
147	It would be nice to include safe routes to each school in town via the trail.	
148	Please, please, please make this happen.	
149	Back roads are far better that Main St./Route 29.	
150	Anything that can be done to link Calistoga and St Helena would be appreciated For those of us not living in SH a map of the proposed routes would be more helpful in making a decision for preferred routes	
151	I live just south of town, off of West Zinfandel Lane. I am really looking forward to being able to get to St. Helena and get around the town without having to drive on Hwy, 29. And I look forward to a safe way for the children of St. Helena to get around town, to travel to and from schools and activities, on a safe biking & walking route.	
152	Please proceed to implement this project. As a retired road Maintenance Supervisor from Solano County for 34 years and an avid cyclist both my wife and I from Napa, and a lot of friends that travel to the Napa Valley from the Sacramento/Folsom Area to cycle and frequent the wineries, and restaurants. This would enhance the safety of the community and improve the overall traffic follow through the downtown.	
153	Caltrans/Wine train took a swath of land from our vineyard over 20 years ago. They completed the road improvements without touching that land. It could be a great part of the bike trail walking path at hwy 29 and Zinfandel on the east side of 29.	
154	no thought	
155	I do not live in the area	
156	Connecting the Vine Trail is long overdue. The community benefits far outweigh effects from changes that need to be made in the city plan to accommodate this project.	
157	Would prefer keeping path on East side of 29 and extending the Class 1 section along the railroad tracks.	
158	Very excited this is being worked on to connect the valley. Can't wait to run on it.	
159	Oak and Adams on the west side of Main are very congested w schools and new businesses. The eastbound Adams x Main intersection and stop light are maxed out. Adams is a narrow road. It would be dangerous and unnecessary to add further complexity to an already stressed street. The various options on the east side of 29 through town are preferred. I believe that we should plan this path with the highest volume use in mind. I believe that the bulk of the use will be from people going through town as bike commuters and cyclists, not necessarily those who live in town who might use it for errands.	
160	we bike the vine trail now and we LOVE it, it would be great to have more, thank you	
161	wish we could work something out with the train. I see a lot of dangerous situations going thru town. If we could stop the train south of town, let them have a great destination there we could use the track ROW	
162	The cine trail will Create opportunities for a Safe way to ride bikes through the Napa Valley	
163	Not everyone is going to be happy with the decision. This is true of everything we do. People do not like change. This being said, it is important to hear feedback. This decision has not been "presented lightly", yet community members are acting as though they have not been "asked for input". There are, I am confident, other factors involved. I am grateful for Chuck and team - and Blue Zones pushing this initiative forward... thank you all.	
164	wide lanes for all users: bikes, ped, etc. water fountains doggy bags benches	
165	The Vine Trail is crucial to the safety of everyone. Accidents and deaths with cars and bikes could be avoided. Getting bikers off the 29 and the Silverado Trail will save lives and getting the Vine Trail open is the responsible thing to do for everyone's benefit.	
166	We can't wait to be able to access the Vine Trail from St. Helena - it is a great family experience, and we will do so more if we do not have to load bikes up in our car to access it	

167	The Vine Trail is important to me as I continue to teach my child health habits. We are currently able to ride from Napa half way to yountville, once we reach that goal, it would be fabulous to have a safe route up to St. Helena.	
168	The Vine Trail is a vital resource that connects communities together through a shared appreciate for exercise, engagement and appreciation for where we live. We are lucky to have the current stretches in use and I look forward to the additional connection from Calistoga to Yountville as I live and work in St. Helena. I appreciate all you do.	
169	Why do not any of these exit St. Helena to the north via Fulton? Also, is there no way to build a path along the railroad right of way? We cannot remove street parking or deleteriously impact neighborhoods. We need to be careful of this. We also need to keep bikers safe. Thank you!	
170	As a citizen of Calistoga who enjoys visiting St. Helena, I feel as though I would visit more often if there were a safe connector of the two towns where I could avoid driving my car.	
171	The most important thing is to bring the access and route to the VT up valley. I don't think having it run directly through town is important as long as there are ways to access it like Pope or Adams. It is difficult to imagine how it could come directly into town without negatively impact the residents who live there. Having the route run along the river makes the most sense and seems like it would be beautiful. If there was an option to ease it in through town, like they did in Yountville, that would be beneficial.	
172	Important for the whole valley to have the wine trail, locals and guests alternate transportation	
173	Our town needs it	
174	I live on Church Street and I am especially concerned about this option. It's a busy street, with kids & pets. Extra people would make it dangerous. The traffic at the intersection of Pope & Main would be even worse than it is now. Simply a bad idea.	
175	N/a	
176	Keep up the good work	
177	Great alternative for walking and biking from town to town then driving, causing air pollution.	
178	This needs to be a top priority. The worldwide acclaim will only grow if we can accomplish this, to the ultimate benefit of all of our local businesses.	
179	The Vine Trail is very important for the future of St Helena.	
180	What a negative that St. Helena city would consider being the broken link for the vine trail. Don’t bring more negative energy to a downtown that isn’t thriving because of lack of planning to handle traffic and parking.	
181	I think it is a very important feature for the young. I am elderly and would use it for walking occasionally, but I think it is valuable for our citizens.	
182	Go, Vine Trail!	
183	We need better ways for residents to get around town and avoid the mess on highway 29/main street.	
184	No Vine Trail through St Helena. Spend the money that would have gone to maintaining the trail on mini parks at each end of town where riders can park their bikes and walk around our town, support the local businesses.	
185	Citizens didnt ask for this trail. Who will be paying to maintain this trail? Hopefully not St. Helena given all of our financial struggles. The advocates for this trail will not be effected at all, while home and business owners will. We don’t need a trail running through town. We cannot handle it. I think the trail is great for stretches between towns, but we don’t need to hurt locals	
186	Unless the wine train is utilized as a commuter train the tracks would better be served as the vine trail path. Alternatively, shutting down Main Street to allow cycling/walking paths and outdoor restaurant, community gathering spaces would be the ideal option	
187	Would love this. Opportunity to get out there and walk	
188	I love the idea of the vine trail, though no where else along it's path did it have to go right through a town. This town originally was not built for the infrastructure to house a bike route.	

	Getting through town already is often hectic and adding these bike routes through town would cause further distress for locals and tourists alike whom are more inclined, unfortunately, to drive than to bike or recreate.	
189	This would adversely affect neighborhoods and take away what is already limited parking.	
190	the Oak Ave or the Church/Railroad routes are both good. The loss of parking spaces is overblown/can be mitigated. Move the bus drop off. Ask the SHUSD to solve this problem, they've managed throughout covid with lots of changes, they can solve this problem too! select an option locals will use…thank you!	
191	I'd like to see the vine trail end on the south end of town at Grayson Ave. and start again at the north end at Pratt Ave.	
192	Vine Trail should not go through City limits. Stop it before south of town and pick up north of town.	
193	Please revisit the "gap" option - our town is too small and already congested to have the Vine Trail run through.	
194	Route variation suggestion: On the route that goes to Spring Street, I suggest installing a lighted crosswalk to turn east (towards the bike shop) and then using the 3 parking spaces in front of 1200 Main Street to connect with the alley way between 1200 and 1210 Main Street. This would then connect with the railroad behind the Main Street buildings where the back street is wider. The bike route could then continue north of Hunt Avenue as proposed in the Church Street route. Back up plan suggestion: If it would come down to having a gap in the Vine Trail within St. Helena, I would then recommend the Vine Trail consider relaxing the Class I (or IV alternative) requirement. Instead, Class III bike routes shared with car traffic could be installed along both the Adams Street and Church Street routes. This would alleviate parking loss concerns, but could still have improved crossings, street quality, and striping/signage for cyclist safety and easy navigation.	
195	I would vote for an option that would by pass the city and the residential homes. It would be great if there was a place where visitors could park their bike at the south and no the ends of town and walk through the city. This would not create any issue for the neighborhoods and business and bring more tourists to the city. Similar to the break in Napa at Oxbow. As residents of St Helena we are very opposed to having the trail run through the city.	
196	None of these options seem right for the community and for traffic.	
197	St Helena street are already very impacted by traffic. Adding the Vine Trail on any of these streets would be very dangerous. Drive along Oak Avenue on any given day and its very obvious that we don't need to add a vine trail.	
198	Away from the neighbors and small streets on the west side of highway 29 that are already congested would be ideal. Thank you.	
199	Taking Charter Oak Ave (instead of Mills as it exists now) to Pope is already the half-mile detour that I have to take when I bike to downtown. The Vine Trail should make it easier for people to walk and bike downtown, so making it a super long detour to Pope and Starr would really not be making an improvement to the existing bike route. It will also be far more expensive to build.	
200	-Maps of the options on the survey -impacts of each of the options- loss of parking spaces, financial impacts, There is not enough information to have any kind of educated opinion about the options.	
201	The thought of losing parking on Oak & Adams as well as losing part of our field for staff parking is not acceptable. Please do not allow this to happen.	
202	Knowing how people drive in St. Helena, this is not a good idea at all. There should be no parking spots given up for the Vine Trail, parking is already difficult if not impossible. The trail can pick up again just North of town.	
203	As a frequent visitor to Napa Valley to ride and dine easy access near restaurants but not in traffic is the top priority.	
204	I strongly disagree with the proposed Mills lane option. This could put people at risk as they would be traveling through activity farmed vineyards. All parcels on Mills lane are zoned as Ag	

	20 and have the right to continue farming as they see fit under the right to farm act in Nap County. Thank you	
205	Mills lane would cause way too much of a detour, bikers will see main street ahead and carry on towards town regardless of signs. No need to cause such a detour, keep the path as close to town and get people into town to shop and explore.	
206	The Vine Trail is an opportunity to dramatically enhance and encourage recreational activities and exercise, reduce environmental impact, and encourage tourists to visit St Helena while also reducing drink driving. I cannot think of a more positive impact for the community. I would use it often and encourage others to do the same.	
207	there must be better solutions - these seem so trafficky and unsafe for riders and drivers. would be great to not have it cross hwy 29	
208	It would be great if you could take over the wine train and use their land	
209	You need to provide a map outlining a road with a survey. You need to talk about traffic for residents living in VERY close proximity to these proposed options and you need to be very honest about the reality of increased participation on daily ridership on the VT not just weekend warriors. Most families still rely heavily on transporting their students via car.	
210	The loss of much needed parking is a great concern. The mitigation options offered are inadequate and in no way actually mitigate the lost parking.	
211	Thank you for asking	
212	Mills lane is not a good option especially considering there is not currently enough room on the road for two cars to comfortably drive past each other. There is also a huge liability for the growers with bikers going through the vineyards. Additionally, it's my belief that most tourists and users of the Vine Trail in Saint Helena will not actually want to do that big of a detour around town and will end up going through town instead of using the trail if it's on Mills route.	
213	For locals, the route should be shorter than regular streets. For tourists, sending them through back streets won't work	
214	I think there should be a gap in the trail. Stop it at Pope/Mitchell with picnic tables, bike racks, kiosk with directions and shopping suggestions- a mini welcome center. Let them walk/ride their bikes through town and pick up the vine trail on Railroad/Adams. This way they actually stop and visit our town hopefully shop and spend money.	
215	No path in town	
216	No path in town	
217	I like the idea of the vine trail, but don't like the options presented. I like the idea of the GAP version, leaving in town St. Helena out, with options to pick up the trail north and south of town with no connectivity in town. Thank you.	
218	There should be a gap in St. Helena.	
219	I don't like the plans to change the front of the Elementary School and Carpy Field at all. Oak Street is already very busy during school hours and this would add to the congestion. I prefer the other two routes.	
220	Regardless of the chosen route, I think it is important that St. Helena pick a designated route. I worry that otherwise cyclists trying to go between cities will end up on Main Street through downtown, causing traffic congestion or getting injured. The General Plan proposes bike lanes and dedicated bike paths throughout St. Helena to make getting around using alternative transportation more accessible. It is important to note that the Vine Trail should eventually just be one of many safe options for biking in St. Helena.	
221	Note that there are two proposed connector routes in the general plan maps for future road ways. 1. Extension of oak from Mitchell south to Grayson. 2. Extension of Allison south from charter oak to mills lane. These should be considered in any alignment	
222	I think St. Helena should be a gap in the VT	
223	I would prefer a gap in SH. Town is too congested!!	
224	I would prefer a St. Helena GAP. Thank you.	

225	No one wants to give up land worth $xxx but how much did they pay for the land?	
226	Please don't take the parking away from Oak st. And consider banning electric bikes on the vine trail. Also I think the vine trail is very dangerous you have bikes and pedestrians. This is so unsafe . It's just a matter of time for a biker to hit a pedestrian and kill them.	
227	I may be supportive if the trail was on the outskirts of town only not thru the center of town	
228	City council needs to make progress and not be scared of short term pain for something that will provide long term safety, access, connectivity and value to st Helena	
229	Subjecting local citizens to the Vine Trail encroachment through business districts is unacceptable. Please find an alternate route with less daily impact. Citizens first!	
230	Traffic is already bad in town. I worry that bikes will increase accidents or increase traffic because of signals for the bikes along town routes. I don't want the trail by the schools. I don't want it along the main route to Safeway. I don't want it to clog up the pipe street bridge by college with a signal for every bike. Underpass???? Along the river by pope? Traffic because of increased bike traffic is my main concern.	
231	Please not on Oak Avenue. Residential, schools, church and business affected.	
232	Taking away 50 parking spots from locals is insane. We need the parking. Imagine what would happen to the Oak avenue and Adams businesses. These options are incredibly i thoughtful to our business owners and locals.	
233	It is the right thing to do	
234	What is the cost the city will be responsible for related to the Vine Trail? The city has far more important infrastructure issues (and expenses) to focus on before the Vine Trail project. No dedicated Vine Trail through St Helena.	
235	St. Helena should spend the money on fixing roads that are severely damaged with potholes before spending money on this. Streets like Grayson, Birch and Mitchell are embarrassing. I understand these might not be roads that tourists travel on, but residents do and they need to be fixed.	
236	Once you get on actual roads riding becomes not enjoyable speeding cars especially Pope and Mitchell and the roads are terrible namely Edwards, part Of Spring.	
237	I am disabled. I need to be able to park in town to go to local stores.	
238	Please do not add additional pressure on our current road/city roads. Traffic and parking are already a major issue.	
239	Don't allow a bike trail to destroy our community for a few bike riders. I value the activity, but it doesn't add any value to our community when you're taking away parking and restricting our town roads. There's already enough traffic as it is.	
240	Too much school activity on oak street.	
241	I will be completely upset if you take my parking away, and make my street a one way. This is really ridiculous!! First Piscasso's and now this!!!??? Stop Messing with our town because of someone's ego!	
242	I am NOT IN THE LEAST INTERESTED in any route that removes even ONE downtown parking space. It is too difficult to park downtown already - and, biking IS NOT always the best mode of transportation even for those of us in town.	
243	It would be easier to envision the routes if you provided maps on the survey. Also where would the parking be for vine trail access?	
244	Why not walk thru St Helena. Get off bikes and see the town. Preferred route down Railroad to Fulton then walk bike to tree tunnel.	
245	As an employee of SHES, I do not like any changes that would directly affect the school property, thus limiting parking even further and congesting the traffic even more so than now. No thank you.	
246	the vine trail does NOT need to go through town, keep it on the back side or people can get	

	through town without the trail and just resume the trail outside of town, this whole trail is a hindrance.	
247	The cost to the city needs to be transparent and the idea of a Kiosk/locked bike rack at the edge of Main St is great. Get off the bike and take time in our city. If you want to bypass us it shouldn't be through the city.	
248	I think the Tony option needs to be put in. Thank you.	
249	Church street is totally inappropriate for the vine trail	
250	Some residents whose streets will be directly affected by the loss of parking due to the bike trail have expressed previous concern to the council that because of this, they feel the "Church Street" route is the best route. What they fail to consider is that Church Street already has limited parking. There is currently parking on one side of the street only. Additionally, should the Church Street route be selected, local residents, students, workers and tourists will be traveling by (and using) the rest area/public bathrooms at the corner of Church Street across from Safeway much more frequently, and at a higher volume. This city-serviced rest stop is in need of a serious update with regular city maintenance. It's quite the eyesore. It's something to consider.	
251	Additional illuminated crosssalk options	
252	We are donors and it would allow us to have our kids on bikes near our home (we would join the trail at Lodi). Currently we have no way to get to downtown, Brasswood (easily) or to Crain park without a car. Currently we take walks down Lodi and walk through some vineyards to get to Brasswood.	
253	Church street would be dangerous. There are too many speeding drinks. The street is too busy with Safeway trucks and is too narrow to be safe. What would the neighbors do on trash day? Have you thought about putting the trail behind Church street in the alleyway behind the businesses in Main Street? It's very quiet and no risk for the people on bikes and no impact to residential parking. My email is Jhilger1 @ me.com if you want more information	
254	Need to evaluate Sulphur Springs to Crane to Spring to Hudson to Madrone-cross 29 then Park to Pratt.	
255	Thank you for your help with this. We continue to hear that Vine Trail has researched many routes, but when questioned about it, Chuck and Vine Trail team say they basically "thought" about it and then immediately ruled out other routes because it didn't fit their view of the Trail. That's hogwash and a waste of everyone's time.	
256	The Vine Trail is a huge opportunity to increase active transportation opportunities and decrease traffic congestion in St. Helena.	
257	I am looking forward to the connection to Yountville	

Motion:

A motion was made by Parks and Recreation Commission Member Christopher Warner, to move that the results of the rank order survey be provided as information to the City Council for consideration in connection with the alignment option for the Vine Trail. The motion was seconded by Active Transportation and Sustainability Committee member John Zimmerman.

Roll call vote:

ATSC Chair Leslie Stanton:	Yes
ATSC Vice Chair Jeff Farmer:	Yes
ATSC Regular Member John Zimmerman:	Yes
ATSC Voting alternate Terra Sampson:	Yes
ATSC Voting alternate Katie MacDonnell:	Yes
PRC Chair Matthew Demchuk:	Yes
PRC Vice Chair Tye Taylor:	Yes
PRC Member: Michelle Deasy:	Yes
PRC Member Rebekah Weeman:	Yes
PRC Member Christopher Warner:	Yes

	1	2	3	4	5	TOTAL	SCORE
Oak Avenue via Spring Street to Adams	0.00% 0	10.00% 1	30.00% 3	50.00% 5	10.00% 1	10	2.40
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	0.00% 0	20.00% 2	0.00% 0	20.00% 2	60.00% 6	10	1.80
Oak Avenue via Mitchell to Adams	10.00% 1	10.00% 1	50.00% 5	30.00% 3	0.00% 0	10	3.00
Along Main Street, Pope and Church Street from Mitchell to Adams	40.00% 4	40.00% 4	20.00% 2	0.00% 0	0.00% 0	10	4.20
A) Vine Trail comes north to Mitchell and stops. B) Vine Trail comes south from Calistoga and stops at Adams or Hunt Along Railroad ROW. C) add a class III/II in between these two segments.	50.00% 5	20.00% 2	0.00% 0	0.00% 0	30.00% 3	10	3.60

The following feedback was given at the in person and virtual meetings as part of the outreach for the Vine Trail Alignment – February 2022:

- Oak/Adams concern is school and conflict with busses, but okay on weekends. Concern is safety and child being hit. Was Sulphur Springs to Valley View Considered?
- Opposed to Oak/Adams. Concerned about drinking and conflicts with cars. Park maintenance is already deferred. How will we maintain our vine trail?
- Concern about cost. Prefers a non option alternatives (stops in south side and starts on north end of City).
- There are no solutions on Oak parking.
- Church Street is too narrow, but better than Oak/Adams.
- Concerned about getting from Hunt to Fulton. Have a navigation problem with train. Drive the route at 4:00pm at times of Safeway shopping and office building employee coming/going.
- Why can't cyclists not walk bicycles through town?
- There is a route I've done - suphur springs to Crane/valley view to spring to madrona and then going past 7th Day Adventist church. This is already a bike trail on a large chunk of it.
- Concerned about safety. Worried about drunk drivers and one-way street potential for head-on collision. How would we put out our garbage cans on garbage day? Sidewalks are rocky.
- Does not like any Adams Street option. School is a Historical landmark. Concerned with speed bumps from a public safety perspective. Concerned about maintenance of Vine trail, even if Vine Trail is paying 50% of the cost. Parking impacts on businesses. Crossing a highway is not safe; as a firefighter saw two fatalities crossing highway. We should add a 5th option and have an informational kiosk on south/north end of town with benches and bike locks. Let people decided what to do. Saves money and hassle. Going to cause traffic, harm, safety issues in town.
- Totally opposed to Oak/Adams. I am a landlord and my tenants are concerned this alignment will destroy their business. Parking mitigation is too far away.
- We use all of Carpy Field and I can't imagine using a portion of the field for parking.
- I cycle all over. It would be convenient for me. The route that includes connecting to schools would be reall, really good. Oak is in deplorable condition.
- Lots of children live at end of Hunt and Pope and could pick up Vine Trail on Pope. RLS kids could use the improved intersection at Pope and Main to cross safely at the signal.

From: Preya Nixon
To: Kamille Garcia; Kamille Garcia
Subject: FW: [External] Bike trail
Date: Thursday, February 3, 2022 8:57:51 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

Wash your Hands | Wear a Mask | Watch your Distance
Lávese sus manos | Use mascarilla | Mantenga su distancia

From: Anthony Micheli <anthonymmicheli@icloud.com>
Sent: Monday, January 31, 2022 8:06 AM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: Fwd: [External] Bike trail

Prey
Thank you for your schedule of meetings on the Vine Trail. I may not be able to make them. I hope you will consider this proposal I sent to the city as a potential route. Thanks Anthony Micheli

> Begin forwarded message:
>
> **From:** Anthony Micheli <anthonymmicheli@icloud.com>
> **Subject: Bike trail**
> **Date:** January 24, 2022 at 9:32:54 AM PST
> **To:** Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
>
> Cindy

Please forward this email to the city manager, public works director, members of the city council and mayor. Thank you

Jeff Finney (local commercial relator) and myself would like to propose a possible route for the vine trail thru St. Helena.
If the Vine Trail follows the railroad tracks to Pope St. Riders can enter Main St on their own using the stop lite at Pope and Main. Otherwise the Vine Trail would proceed east on Pope and hook up with the City bike Trail in front of Silverado Orchards. Then turn north on Starr Avenue across the Hunter Project. Then turn West on Adams to the intersection of the Wine Train tracks. At this point riders can enter Main St. by way of the stop lite on Adams and Main. At the Wine Train tracks the Vine Trail would continue north to Pratt Ave. Turn west on Pratt and then north thru the Elm Tunnel to Calistoga.
WE feel this route preserves the business downtown parking and the Vine Trail does not go back and forth across Main Street and riders have two access points to downtown. Thank you for this consideration. Jeff Finney and Anthony Micheli

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] Bike trail
Date: Friday, February 4, 2022 9:31:19 AM

For Vine trail.

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →New address
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-----Original Message-----
From: Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
Sent: Monday, January 24, 2022 9:46 AM
Cc: Mark Prestwich <MPrestwich@cityofsthelena.org>; Mark Rincon-Ibarra <mrincon@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>
Subject: FW: [External] Bike trail

Please do not reply all.

Mayor and City Council,

Please see the attached comment.

Thank you,

Cindy Tzafopoulos
City Clerk
City of St. Helena
*1572 Railroad Avenue – NEW ADDRESS!
St. Helena, CA 94574

Direct 707-968-2742 | Cell 707-312-1257
Fax 707-963-7748
ctzafopoulos@cityofsthelena.org
www.cityofsthelena.org

*Please note that City Hall is closed to the public and will not answer calls from 12:00 to 1:00 pm for lunch. Please phone individual departments to make an appointment for service.

E-mail correspondence with the City of St. Helena (and attachments, if any) may be subject to the California Public Records Act, and as such may therefore be subject to public disclosure unless otherwise exempt under the Act.

-----Original Message-----
From: Anthony Micheli <anthonymmicheli@icloud.com>
Sent: Monday, January 24, 2022 9:33 AM
To: Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
Subject: [External] Bike trail

Cindy
Please forward this email to the city manager, public works director, members of the city council and mayor. Thank you

Jeff Finney (local commercial relator) and myself would like to propose a possible route for the vine trail thru St. Helena.
If the Vine Trail follows the railroad tracks to Pope St. Riders can enter Main St on their own using the stop lite at Pope and Main. Otherwise the Vine Trail would proceed east on Pope and hook up with the City bike Trail in front of Silverado Orchards. Then turn north on Starr Avenue across the Hunter Project. Then turn West on Adams to the intersection of the Wine Train tracks. At this point riders can enter Main St. by way of the stop lite on Adams and Main. At the Wine Train tracks the Vine Trail would continue north to Pratt Ave. Turn west on Pratt and then north thru the Elm Tunnel to Calistoga.
WE feel this route preserves the business downtown parking and the Vine Trail does not go back and forth across Main Street and riders have two access points to downtown. Thank you for this consideration. Jeff Finney and Anthony Micheli

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] Vine Trail Public Comments
Date: Thursday, February 3, 2022 9:02:23 AM

Preya B. Nixon
Assistant to the City Manager
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pnixon@cityofsthelena.org

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From: Bobbi Monnette <matildabologne@yahoo.com>
Sent: Friday, January 28, 2022 8:54 PM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: re: [External] Vine Trail Public Comments

Preya,

I don't think that the loss of parking spaces should be a factor in deciding the best Vine Trail route to, through, and from St. Helena. The convenience and, especially the safety of the bikers should be of highest priority.

We want to attract bikers to St. Helena, treat them well, provide bicycle routes that are safe and convenient, bike parking areas, free air and water, and easy access to our biker serving businesses.

We must change the current paradigm in order to make the transition from the auto centric past to the pedestrian/bicycle centric present and future that twenty first century awareness demands.

There will be losses and gains as a result of this transition, that are required when developing responsible responses to our current climate change conditions.

The parking issue has been acute for many years, and retaining the few spaces lost in the safest,

best routes for the Bikers, will not solve it, won't worsen it that much, and will perhaps reenergize our efforts to address it with newly inspired creativity and input from other

Bobbi Monnette
(707) 963-2840

From:	Chris Blanchard
To:	Public Comment
Cc:	Preya Nixon; Lauren Watters
Subject:	[External] Vine Trail comments from Church St residents
Date:	Tuesday, February 15, 2022 7:14:16 AM

Hello and thank you for hearing our comments -

My wife and I are residents of 1114 Church Street in a house that was built in 1880, where we live with our 2 year old and 10 year old girls who attend St Helena Montessori. We have some major concerns regarding the Church Street option, and believe that this would not be the best option for the Vine Trail expansion.

Our concerns are these:

- the information and zoom sessions have communicated a plan for this small street to be reduced to one way southbound traffic, and to keep the parking on the west side of the street and build a 10ft wide bike path from the sidewalk to a dividing curb out in the street. We live on the east side of the street and have a driveway leading out to the street. How would we get out of our driveway to go to work, etc.? Would there be a stop sign or lighted signal before our house alerting riders we are coming out of the driveway? Or would the curb be non-existent at each driveway so our cars could get out? This plan would be a liability for the safety both for our family and for the bike riders, and could be the cause of numerous accidents and injuries.

- As this street is very small and narrow, there is barely enough room for 2 way traffic, and if you reduce it to one way with parked cars, it would be nearly impossible to drive safely past both an active bike lane and the parked cars and trucks, especially given the speed at which cars pass through here regularly. Have you done the measurements of the width of the area for cars and trucks parked here, as well as the measurements and studies of the passing traffic and bike trail area to see if this would actually work safely? Considering the numerous trucks and big cars that pass through here, it would be very dangerous for the bike riders as well as the families that live here. In fact, our car has had the driver's side mirror ripped off by a passing truck recently, and we all are aware of the cars that pass by at high speeds day and night.

- Assuming then, you would not allow Safeway trucks, delivery vehicles, large cars, SUVs, and semis to be able to use this street going forward. Also assuming you have talked to Safeway and the other vendors to let them know they would have to go down Main Street instead as Edwards is also too narrow. What other safety measures and improvements would you be making?

- We are also concerned with the noise of riders yelling as happens on the current bike trail as well as trash along the trail. I'm not too thrilled with legions of loud weekend warrior bike riders stopping to drink water or check their bikes or socialize along the trail on our street. Our kids play in our yard and in the front of the house, and we don't need any more tourists spouting foul language, as they do from the

Airbnb and rental properties nearby. I know this as a fact because I have walked along the trail in Napa and seen and heard this happen many times.

- As far as previous violent instances, there has already been one murder and one violent beating incident on other portions of the Vine Trail toward Napa and this is highly concerning, given all of the bike traffic you are expecting.

- where else along the existing trail from Napa to Yountville does this bike path impact a residential street similar to the situation you are proposing and what have those effects been? In looking at the map, and traveling portions of the path in Napa, the Vine Trail does not utilize residential streets in Napa or Yountville, and instead follows either the existing railroad and HWY 29, and that's why there has not been any previous outcry or impact on parking or rerouting streets.

We ride our bikes safely to our local ice cream shops, restaurants and parks without need of a bike trail in St. Helena. There is barely enough parking as it is in this very small town and we are against the idea as a whole. As Tony Leonardini pointed out, it would be beneficial to have bike parks located at the south and north end of the city, for more tourists to park and easily walk to our fine stores and restaurants. I agree with creating a 5th option to include these nice bike parking areas, with picnic tables, etc. to lead tourists into our city without the devastating impact and cost of altering our neighborhoods and removing parking.

As a matter of record, as residents of Church Street, we are vehemently opposed to your bike trail proposal to significantly alter our community, at a great cost to our financially strapped city, which would in fact be even more dangerous and disrupting to our little neighborhood and families.

Chris & Lauren Blanchard

1114 Church Street

St Helena CA

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] Vine trail
Date: Thursday, February 3, 2022 8:58:11 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →New address
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

Wash your Hands | Wear a Mask | Watch your Distance
Lávese sus manos | Use mascarilla | Mantenga su distancia

-----Original Message-----
From: Jesse Duarte <Jesse.Duarte@lee.net>
Sent: Tuesday, February 1, 2022 4:05 PM
To: Maya DeRosa <MDeRosa@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>
Subject: FW: [External] Vine trail

Here's a public comment on the Vine Trail alignment.

Jesse Duarte
St. Helena Star
967-6803

-----Original Message-----
From: James Orr [mailto:tuthillx2@gmail.com]
Sent: Tuesday, February 01, 2022 3:51 PM
To: Jesse Duarte
Subject: Vine trail

Hi Jesse,

I can't attend any of the public hearings unfortunately but if you could forward my input I would appreciate it.

Due to medical reasons I cannot ride a traditional 2-wheel bicycle. Instead I ride a recumbent trike.

The problem with the whole Napa Valley bicycle access is that #1-many roads are in atrocious condition for riding (Sulpher Springs for example) or more importantly #2-the "bike lanes" are too narrow (sometimes 18" or so) and I can't safely ride my trike. The front two wheels of my trike are 40" apart - WAY too wide for skinny bike lanes, or

worse yet, NO shoulder.

I love the idea of a Vine Trail but I want to ride my trike elsewhere too. Hwy 29 and the Silverado Trail are my only two options and while the trail does have wide bike lanes, the traffic, speed and noise makes riding very unpleasant.

We need a safe way to get from Calistoga to Yountville by bike at a minimum.

Thank you and best regards,

James Orr
1389 Magnolia Ave
St Helena
(650)575-9940

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] Vine Trail route: Church St.
Date: Wednesday, February 23, 2022 10:42:17 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Karen Aldoroty <karenaldo@yahoo.com>
Sent: Tuesday, February 22, 2022 5:35 PM
To: Preya Nixon <PNixon@cityofsthelena.org>; James McCann <jmccann@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>; Geoff Ellsworth <GEllsworth@cityofsthelena.org>; Paul Dohring <PDohring@cityofsthelena.org>; Anna Chouteau <AChouteau@cityofsthelena.org>; Lester Hardy <LHardy@cityofsthelena.org>; Eric Hall <EHall@cityofsthelena.org>
Subject: [External] Vine Trail route: Church St.

To Whom It May Concern:

My name is Karen Aldoroty and I am the owner of 55 Degrees, a wine storage business on Church Street since 1999. I am writing to state my concerns about the proposed Vine Trail route down Church Street.

Our daily operation involves multiple delivery trucks pulling in and out of our parking lot across from the Lewis Station Park. This is already a narrow turn for trucks to make. My main concern would be the safety of any biker or pedestrian using the proposed lane while trucks are entering and exiting the parking lot throughout the day. In addition, my fear is that this would disrupt our daily flow of business as delivery drivers may not be able to make the turn into our parking lot and will begin to refuse delivering to our business.

From my understanding, the proposed plan would eliminate parking on Church St. and reduce it to a one way street. As a business, the reduction of parking in a location that is already lacking could be detrimental to our business. It would also be a huge inconvenience to all residences to lose street parking.

As it is today, we have to leave our garbage cans on the sidewalk each week for pick up as the street is too narrow to place them in the street. What would be the proposed location for the cans?

Thank you for taking the time to read my concerns.

Thank you,

Karen Aldoroty

55 Degrees

1210 Church Street

Saint Helena, Ca 94574

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] The Vine Trail
Date: Thursday, February 24, 2022 8:38:08 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Kimberly Phinney <kimbophinney@gmail.com>
Sent: Thursday, February 24, 2022 8:10 AM
To: James McCann <jmccann@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>; Geoff Ellsworth <GEllsworth@cityofsthelena.org>; Paul Dohring <PDohring@cityofsthelena.org>; Anna Chouteau <AChouteau@cityofsthelena.org>; Eric Mark <optionm@sbcglobal.net>; Eric Hall <EHall@cityofsthelena.org>; Lester Hardy <LHardy@cityofsthelena.org>
Cc: Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>
Subject: [External] The Vine Trail

February 24, 2022
Dear City Council Members Ellsworth, Dohring, Hall, Hardy and Chouteau, City Clerk Tzafopoulos, Assistant to the City Manager Nixon, and Interim City Manager McCann,
I hope this finds you all well.
This letter is regarding the proposed arrival of The Vine Trail in St. Helena. Preya, thank you for your time and effort on this project working with Chuck McMinn and The Vine Trail crew.
Having attended a community forum and viewed the recorded Zoom meeting, I write to you

expressing my disapproval of welcoming The Vine Trail into St. Helena at this time for the following reasons:

1. Our disregard for an already established 'bike lane' on North Crane. This fell into disrepair almost as fast as it took to paint and has yet to be swept, let alone repainted and repaired after many, many, years. I see this as an indication of how we will treat future projects of the cycling nature in town. I also have to state the obvious, the time effort, energy and resources that went into this space (and it is tiny) and it's complete neglect, is disgraceful. What a waste.

2. The traffic impact of removing parking, changing to one-way streets, bike barriered lanes, proximity to schools, homes, and businesses, will be devastating, dangerous, and impractical given the demand on all of the four proposed routes.

3. The safety issue that is constantly spoken about and paramount to the The Vine Trails success cannot be achieved with any of the four scenarios.

4. We need a new project with proposed costs like a hole in the head. For decades, our ten parks and other open spaces have fallen in such poor condition, adding a new burden of finance, and maintenance. Our adding more open space use, seems laughable, irresponsible, and unprofessional.

5. The current condition of our streets and sidewalks needing to be repaired, replaced, and maintained should come first and with a high priority. Completing projects in order, while not creating new ones, can prove to yourself and your constituents that you are capable of maintaining said spaces.

6. The impact of any one of the proposed trails on residents and businesses will be irreparable. Not only could this be dangerous, but costly, and without a solid, well supported plan. By supported I mean more than the five of you voting and including the community you are impacting. A leap of faith cannot work with this proposal.

7. Lastly, when considering another reason to vote no at this time, the Vine Trail in its current standing, has yet to enter a city and go through the residential and business districts like it is proposal for St. Helena. We should not be the test dummy given the potential and obvious negative impacts.

I think the best way to get a feel for St. Helena being ready financially, structurally, morally, and as a community, would be to have the trail end at the south of town (around the high school area and before neighborhood and concentrated businesses begin) and pick up again north of town, about Pratt Avenue (again after the concentration of residential neighborhoods and businesses). This scenario is the "GAP" option being discussed among community members. With this "GAP" option, the use of our town as a bike friendly city, the impact both successful for safety and overall use, would be monitored before you dive all the way in without being prepared.

I urge you not to move forward with any of the four plans proposed at the community meetings or on the survey (too bad there wasn't a no vine trail option on the survey) and go with the GAP scenario mentioned above. I strongly support not approving any of the proposed four scenarios of The Vine Trail through St. Helena at this time and hope you do as well.

Thank you for your time and consideration.

Ciao,

Kim Phinney

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] VINE TRAIL
Date: Thursday, February 3, 2022 9:02:19 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Richard Shurtz <badbears7@comcast.net>
Sent: Friday, January 28, 2022 8:59 PM
To: Preya Nixon <PNixon@cityofsthelena.org>
Cc: 'Jeff Farmer' <jfarmer@seedgrain.com>
Subject: [External] VINE TRAIL

All one has to do is walk up Oak Avenue and turn right on Adams St. to see how absurd and desperate the proposal for Oak Avenue is as a part of the Vine Trail. The VT boasts over and over that they have alternative parking for the 50 irreplaceable city parking spaces. They came forth with short term remote parking that does not exist. The Catholic Church has turned down their request as the church has nothing to gain and will lose all the Oak Avenue spaces they use for services, weddings and funerals. The VT presentation to the School District received a very cool reception with every Trustee finding a different problem with the proposal. A point often overlooked is that Bike trails are not safe for pedestrians. On a safe Bike Trail you have great width, visibility and most of the walkers are walking for exercise and are alert for bicycles. It is strongly recommended that you have good hearing as bikers come up behind walkers and shout out " passing on the left". So, one must be alert and not hearing impaired as a fast moving bike will cause serious injury. Seniors and tourist pedestrians on Oak Avenue, not looking for bicycles, will be at risk. And then there is the

made up argument that " we are proposing Oak Avenue for the kids". So much hoooey!. When the VT group began last summer exploring routes thru SH, they started with RR Avenue but in September they approached me and stated that they were considering Oak Avenue because they found problems on RR Ave. They have an agenda they will say anything to press their cause. They need to locate following the route proposed by Councilman Eric Hall. Richard Shurtz

T

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] Vine Trail
Date: Tuesday, February 15, 2022 8:07:42 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Richard Shurtz <badbears7@comcast.net>
Sent: Monday, February 14, 2022 7:55 PM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: [External] Vine Trail

I strongly favor the river route or non at all. Richard Shurtz SH resident

From: Preya Nixon
To: Kamille Garcia
Subject: FW: [External] Vine Trail
Date: Tuesday, February 15, 2022 8:07:47 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →New address
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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-----Original Message-----
From: Tom Rinaldi <tomwineguy1949@gmail.com>
Sent: Monday, February 14, 2022 7:19 PM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: [External] Vine Trail

Hello Ms. Nixon,

I had the screen on mute, but would like to "pipe in" my hope that Oak St. is not considered a route through St Helena. The width and disrepair of that road say "no thank you"…

Cheers,
Tom Rinaldi
(707) 235-9104

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Vine trail
Date: Friday, February 25, 2022 1:56:54 PM
Attachments: image001.png

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Xinia Gamero <XGamero@cityofsthelena.org>
Sent: Friday, February 25, 2022 11:11 AM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: FW: [External] Vine trail

Thank you,

XINIA GAMERO
PERMIT TECHNICIAN III- PLANNING
City of St. Helena | Planning Department
1572 Railroad Ave. | St. Helena, CA 94574
Planning: (707) 968-2659 | Direct: (707) 968-2740 | xgamero@cityofsthelena.org

---

From: Ken Stanton <ken.stan395@gmail.com>
Sent: Friday, February 25, 2022 11:08 AM

To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine trail

The Vine Trail will be an important factor in improving the quality of life in St Helena and the Napa Valley. This is a major positive step in a period of negative impacts throughout the county. The council must choose one of the four options for egress for bicycles through St helena. No option is not an option.

(As a side note, rails to trails movement is gaining momentum throughout the country. I hope that some day the Wine Train will find the best use for their right of way as a valley long bicycle route.)

Ken Stanton
Angwin Ca

From: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Sent: Friday, February 25, 2022 1:23 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Tina Perriono <tina.perrino@yahoo.com>; Leslie Wightman <dlwightman1@att.net>; Jerome Booker <davis398@gmail.com>; Jodie Neiman <jodie@jodiesdesign.com>; Gisela Campagne <gcampagne3@gmail.com>
Subject: [External] Vine trail proposal Church street

Hello City of St. Helena;

My neighbors and I want to make to sure there is official record from those living on Church street, this email represents those of the owners living on Church. One of them posted our opposition in the Napa register last week. I do hope it was read.

We are strongly opposed to the vine trail being placed on Church street. Our street is too narrow and poses a safety risk. Making it a one way street will further congest traffic. We on Church street already have to put up with the wine train behind our properties 4-5 times a day along with 2 Arbnb homes full of tourists and last but not least there are homeless people who hang out at Lewis station park doing drugs and showering there. Now you want to further impact our street and our properties with a vine trail coming in front of our homes. It's just too much for one small street.

We are strongly opposed!

Sincerely,

Jacqueline Hilger-Rolfe PhD
1155 Church street

Tina Perrino
1152 Church street

Jerome Booker
1144 Church Street

Leslie and Deacon Whiteman
1135 Church street

Jodie and Mike Neiman
1128 Church street

Lupe, Vickie, Harley Lopez
1161 Church street

Gisela Campagne
1160 Church street

From: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Sent: Friday, February 25, 2022 1:29 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Jerome Booker <davis398@gmail.com>; Tina Perriono <tina.perrino@yahoo.com>; Jodie Neiman <jodie@jodiesdesign.com>; Leslie Wightman <dlwightman1@att.net>; Gisela Campagne <gcampagne3@gmail.com>
Subject: [External] Church Street Vine trail proposal see pictures of trucks on church

Dear City:

See below pictures. How in the world could a one way street work with a bike lane added? See pictures below. Fed ex and Amazon park like this all day long 5 days a week. Than there is trash day with our bins out and the trash trucks on Monday and Tuesday.





Sincerely your neighbors on Church Street

Jacqueline Hilger-Rolfe PhD

From: Jodie Nieman <jodie@jodiesdesign.com>
Sent: Friday, February 25, 2022 2:04 PM
To: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Cc: Tina Perriono <tina.perrino@yahoo.com>; Leslie Wightman <dlwightman1@att.net>; Jerome Booker <davis398@gmail.com>; Gisela Campagne <gcampagne3@gmail.com>; Public Comment <publiccomment@cityofsthelena.org>
Subject: Re: [External] Vine trail proposal Church street

Yes. Both Mike & I strongly oppose the Vine Trail on Church Street.
Our Address is 1127 Church Street.

Thank You Jacqueline!

Jodie Nieman
Jodie's Design
1132 Main Street
St. Helena, CA 94574
707-967-8630
c-707-287-3129
www.jodiesdesign.com

On Feb 25, 2022, at 1:41 PM, Jacqueline Hilger-Rolfe <jhilger1@me.com> wrote:

> Oh dang… can you do a reply all and reinforce the support of my email and make the address correction?
>
> Thanks!!
>
> Jacqueline
>
> > On Feb 25, 2022, at 1:38 PM, Jodie Nieman <jodie@jodiesdesign.com> wrote:
> >
> > This is Great! btw, our address is 1127 :)
> >
> > Jodie Nieman
> > Jodie's Design
> > 1132 Main Street
> > St. Helena, CA 94574
> > 707-967-8630
> > c-707-287-3129
> > www.jodiesdesign.com

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Jacqueline Hilger-Rolfe PhD
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1160 Church street

To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Jacqueline Hilger-Rolfe <jhilger1@me.com>; Leslie Wightman <dlwightman1@att.net>; Jerome Booker <davis398@gmail.com>; Jodie Nieman <jodie@jodiesdesign.com>; Gisela Campagne <gcampagne3@gmail.com>
Subject: Re: [External] Vine trail proposal Church street

I agree with my neighbors points outlined in the emails below. And would like to weigh-in individually and go on record with my opposition to the Church Street route proposal.

The process for evaluating route options does not seem to be a thorough one. The Church St proposal feels as if it's being jammed through without due consideration and responses to the issues and concerns so far raised by the residents, most notably the safety concerns.

Even under current conditions, it is extremely difficult to pull out of my driveway and to cross the street. I can't imagine trying to do this with cyclists streaming by. Essentially this would create a hazard and significant potential liability.

And, indeed a routing down Church Street would change the character of this little neighborhood and not for the better. There are many improvements needed on this street including sidewalk repair, traffic control, park cleanup/restoration , etc. As a homeowner I do not include a bike trail outside my front door on this list of improvements.

Thank you.

Tina Perrino
1152 Church Street
415-505-8422

Tina Perrino
415-505-8422

Sent from my iPhone

> On Feb 25, 2022, at 2:04 PM, Jodie Nieman <jodie@jodiesdesign.com> wrote:
>
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> > > Hello City of St. Helena;
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1128 Church street

Lupe, Vickie, Harley Lopez
1161 Church street

Gisela Campagne
1160 Church street

From: Leslie Wightman <dlwightman1@att.net>
Sent: Friday, February 25, 2022 5:51 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Jacqueline Hilger-Rolfe <jhilger1@me.com>; Jerome Booker <davis398@gmail.com>; Jodie Nieman <jodie@jodiesdesign.com>; Gisela Campagne <gcampagne3@gmail.com>; Tina Perrino <tina.perrino@yahoo.com>
Subject: Re: [External] Vine trail proposal Church street

There is strong opposition to the Vine Trail's location on Church Street from the majority of homeowners living there. We are included in that opposition.

You're literally asking us to completely change our way of life here at our homes. How we negotiate the multitudes of people that would now be traversing through our neighborhood daily, how we would access our street, how we would park (if we still can), how we would leave and enter our driveways, how we would continue to enjoy the peace and tranquillity of our front and side yards, and how we would commune with each other as neighbors… on our street, at our fences and our front porches.

It's not much, we're a tiny street, but Church Street is our neighborhood. And, isn't that what Saint Helena is supposed to be all about? It's why we moved here, and if you ask our neighbors I bet they'll tell you the same.

We love our street. Please don't take it away from us. There has to be an alternative that doesn't destroy a neighborhood.

Thank you,

Deacon and Leslie Wightman

On Feb 25, 2022, at 2:40 PM, Tina Perrino <tina.perrino@yahoo.com> wrote:

I agree with my neighbors points outlined in the emails below. And would like to weigh-in individually and go on record with my opposition to the Church Street route proposal.

The process for evaluating route options does not seem to be a thorough one. The Church St proposal feels as if it's being jammed through without due consideration and responses to the issues and concerns so far raised by the residents, most notably the safety concerns.

Even under current conditions, it is extremely difficult to pull out of my driveway and to cross the street. I can't imagine trying to do this with cyclists streaming by. Essentially this would create a hazard and significant potential liability.

And, indeed a routing down Church Street would change the character of this little neighborhood and not for the better. There are many improvements needed on this street including sidewalk repair, traffic control, park cleanup/restoration , etc. As a homeowner I do not include a bike trail outside my front door on this list of improvements.

Thank you.

Tina Perrino
1152 Church Street
415-505-8422

Tina Perrino
415-505-8422

Sent from my iPhone

> On Feb 25, 2022, at 2:04 PM, Jodie Nieman <jodie@jodiesdesign.com> wrote:
>
> Yes. Both Mike & I strongly oppose the Vine Trail on Church Street.
> Our Address is 1127 Church Street.
>
> Thank You Jacqueline!
>
> Jodie Nieman
> Jodie's Design
> 1132 Main Street
> St. Helena, CA 94574
> 707-967-8630
> c-707-287-3129
> www.jodiesdesign.com
>
> On Feb 25, 2022, at 1:41 PM, Jacqueline Hilger-Rolfe <jhilger1@me.com> wrote:
>
> > Oh dang… can you do a reply all and reinforce the support of my email and make the address correction?
> >
> > Thanks!!
> >
> > Jacqueline
> >
> > > On Feb 25, 2022, at 1:38 PM, Jodie Nieman <jodie@jodiesdesign.com> wrote:

This is Great! btw, our address is 1127 :)

Jodie Nieman
Jodie's Design
1132 Main Street
St. Helena, CA 94574
707-967-8630
c-707-287-3129
www.jodiesdesign.com

On Feb 25, 2022, at 1:22 PM, Jacqueline Hilger-Rolfe <jhilger1@me.com> wrote:

> Hello City of St. Helena;
>
> My neighbors and I want to make to sure there is official record from those living on Church street, this email represents those of the owners living on Church. One of them posted our opposition in the Napa register last week. I do hope it was read.
>
> We are strongly opposed to the vine trail being placed on Church street. Our street is too narrow and poses a safety risk. Making it a one way street will further congest traffic. We on Church street already have to put up with the wine train behind our properties 4-5 times a day along with 2 Arbnb homes full of tourists and last but not least there are homeless people who hang out at Lewis station park doing drugs and showering there. Now you want to further impact our street and our properties with a vine trail coming in front of our homes. It's just too much for one small street.
>
> We are strongly opposed!
>
> Sincerely,
>
> Jacqueline Hilger-Rolfe PhD
> 1155 Church street

Tina Perrino
1152 Church street

Jerome Booker
1144 Church Street

Leslie and Deacon Whiteman
1135 Church street

Jodie and Mike Neiman
1128 Church street

Lupe, Vickie, Harley Lopez
1161 Church street

Gisela Campagne
1160 Church street

NAPA COUNTY BICYCLE COALITION

February 28, 2022

Re: St. Helena Vine Trail Alignment – NCBC Public Comment

To members of the St. Helena Active Transportation and Sustainability Committee and Parks and Recreation Commission,

The Napa County Bicycle Coalition (NCBC) represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 12 years, the Napa County Bicycle Coalition has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users.

While the Napa County Bicycle Coalition supports any of the three alignments through St. Helena proposed by the Vine Trail Coalition (Oak Avenue via Mitchell, Oak Avenue via Spring, or Church Street), understanding that we are currently looking at the big-picture alignment and that any alignment choice will be followed up with more detailed design decisions, we recognize that the **Church Street alignment is best suited for the St. Helena community**, based on feedback from the community, City goals, and benefits for active transportation users. This alignment will still provide a direct route through St. Helena, which is both far less expensive and more greatly needed than a meandering backroads path, while minimally impacting vehicle travel.

We strongly encourage the City of St. Helena to select the Church Street alignment for the Napa Valley Vine Trail segment through St. Helena. This option furthers several current City goals, as outlined below.

City Goal 1: Improve and maintain safe and reliable city infrastructure with a commitment to **environmental stewardship, public health, and public safety**

- Walking, biking, and rolling provide a healthier, active, and greener alternative to driving as a form of transportation.
- Protected bike lanes have been shown to improve pedestrian and bicyclists safety, increase bicycle ridership, and produce economic benefits to businesses they provide access to.

City Goal 4: Ensure **long-term economic sustainability** while supporting St. Helena's charm and rural character

- Research has found that communities with infrastructure that supports bicycling as a means of transportation and recreation have *outsized economic benefits by attracting residents and tourists alike to business districts*. Business owners are likely to see a positive effect on sales and customer traffic following installation of protected bike lanes, even if these lanes result in some parking removal.

City Goal 5: Support thriving families and **enhance the safety, well-being, and healthy development** of our youth

PO Box 5157 | Napa, CA 94581 | (707) 258-6318 | www.napabike.org

- By providing a safe and separated shared-use path that is near the City center and can act as the backbone of a local active transportation network, *the Church Street alignment will allow youth to actively navigate their communities by walking, biking, and rolling*, building a sense of independence and connection with community while building physical activity into everyday life. *This is a free, accessible community resource that reaches residents of all socioeconomic backgrounds*.
- The Napa County Bicycle Coalition's Safe Routes to School Walk Audits indicated that crossing SR 29 was one of the highest barriers to students walking and bicycling to school; by selecting a Vine Trail alignment that crosses SR 29 close to City's downtown core at Pope Street, the City will be taking a significant step towards addressing that barrier.
- The Vine Trail has proven to be a resilient and accessible source of exercise and fresh air for Napa County residents, as when Covid-19 closed gyms, exercise classes, and sports teams, folks could still safely bike, walk, run, and roll on the existing Vine Trail alignment.
    - This was evidenced by an almost 70% increase in use on the existing Vine Trail during April 2020 compared to the previous 3 years.

City Goal 6: support initiatives that **respond to and plan for climate change**

- According to the California Air Resources Board, *transportation is the state's main source of both GHGs and air pollutants*, accounting for almost 40% of statewide emissions in 2019. *Passenger vehicles account for 28.5% of statewide GHG emissions.*
- Transportation emissions in the San Francisco Bay Area (which includes Napa County) grew by 19% from 2014-2019. Transportation emissions in Napa County grew *51% from 2014 to 2019* (source).
- By providing a direct, separated bike route through the heart of St. Helena, the Vine Trail Church Street alignment will give residents and visitors safe and comfortable access to walking or biking for transportation. *This not only helps reduce greenhouse gas emissions, but also makes the City more accessible for those who cannot/do not drive and gets more people out of cars, reducing vehicle congestion.*
- According to NVTA, 63% of intra-Napa County vehicle trips are 5 miles or less, and 33% are one mile or less – walking and biking distance. By providing safe and accessible bicycle and pedestrian infrastructure like the Vine Trail, the City of St. Helena can help shift these short trips from greenhouse-gas emitting vehicle trips to more sustainable modes.
- When comparing the life cycle of travel modes, emissions from bicycling were found to be 30 times lower than fossil fuel cars and *ten times lower than electric cars*. Walking and bicycling for transportation is a vital part of St. Helena's shift towards a more climate-conscious future.

We urge the City to select one of the three Vine Trail alignments proposed by the Vine Trail Coalition, with Church Street as the preferred selection, as the fourth alignment along Mills Lane deviates from the Vine Trail commitment to remain close to existing transportation corridors. It also significantly increases project cost while decreasing competitiveness for state active transportation grant funds and fails to support City goals by maintaining the status quo of automobile-centered transportation and by forcing people on bikes—residents and tourists alike—on long detours away from desired destinations.

Should you have any questions about the above comments, please contact Carlotta Sainato at (707) 258-6317 or csainato@napabike.org. Thank you for your time and consideration.

Sincerely,



Carlotta Sainato
Program Manager
Napa County Bicycle Coalition

February 27, 2022

To: All Transportation and Sustainability committee members.

From: Ron Arata

Mr. McMinn has done a commendable job in guiding the Vine Trail and their stated intentions to provide a bike trail from the Ferry Building in Vallejo to Calistoga. It appears that all required right-of ways, easements, etc. have been acquired from the Ferry Building to Mitchell Ave. and from Fulton Ave/Railroad Ave. to Calistoga.

On all zoom meetings with the Transportation and Sustainability committee, the Chamber of Commerce the City Council and recent public meetings the Vine Trial has displayed a placard with four listed Vine Trail goals. Two of those goals state: “Minimize conflicts with existing improvements” and “Minimize parking loss.” Both of which are ignored with the Vine Trails preferred route of Mitchell-Oak-Adams or alternate route Main-Pope-Railroad. I would not classify an attempt to move school bus parking from Oak to Adams as a minimal effort. Most of parking on Oak Ave. is 3 hour limited parking from 8:00am to 6:00pm Monday to Saturday. Six parking spaces on Adams between Oak and Money Way are limited to 20 minutes during the same time periods. As these spaces turn during the day the city permanently loses far more than 50 plus parking spaces to the Vine Trail. A fact I recently personally witnessed. On January 25th I had a lunch date with an old friend and a 3:30pm meeting afterwards in St. Helena. With time to kill between lunch and meeting I walked over to 1336 Oak Ave and had an ice Cream from Chokolatte Ice Cream. (I have ownership with family members in 1336 Oak Ave.) While sitting outside enjoying my Ice cream and catching up on emails and the news I witnessed a grandmother with three grandkids parking in front of the building enter Chokolatte with her grandkids purchase ice cream and leave. A mother with two small children did the same. Followed by a mother with a small child on crutches due to a foot cast do the same. A customer for Design four utilized a vacant space to park and entered the nail salon. I understand having one nails done takes about an hour. The point is that those 3 parking spaces in front of 1336 Oak, were used by 5 or 6 families during the 45 minutes I was present. I can only imagine how many vehicles use the six 20 minute parking spaces between Oak and Money Way on a daily basis.

On February 23rd I was again in the Napa Valley, this time lunch in Napa and an afternoon meeting in SH. I drove north on Hwy 29, exited on Sulphur Creek, to Valley View, to Spring and then left on Oak. Yes, it is longer but avoids the congestion going into St. Helena. Every parking spot on Oak was taken and as I come to the Catholic Church, I noticed a funeral hearse parked in front. If Oak St parking is lost to a bike route this parking would not be available.

The permanent loss parking on the Mitchell-Oak-Adams would be devastating to not only every building owner, merchant, church on the route but to every resident in St. Helena

The Vine Trail has suggested in past presentations to mitigate the parking loss with parking from the Catholic Church and new parking on the West end of Carpy Field. It is my understanding that the Catholic Church parking is under existing agreements and is not available to the Vine Trail.

Carpy Field has deed restrictions that prohibit any structures to be build on the open areas. Given Mr. Carpy's revered status and legacy to St. Helena, any attempt for a parking lot has less than a zero chance.

Mr. McMinn stated on a zoom, I believe with the Chamber of Commerce, that if parking could not be mitigated, the route of Mitchell-Oak-Adams was off the table. So why is it still part of the discussion?

The same was true of the Main-Pope-Railroad route, if permission from the owners of the Safeway/Smiths Pharmacy parking lot was not possible the route was off the table. It is my understanding that no permission will be granted. If Mr. McMinn is true to his word, why is this route still part of the discussion?

Taking Mr. McMinn at his word that without permission for use of the Safeway/Smith parking lot or use of parking from the Catholic Church or Carpy Field both routes are off the table. Then the best solution for now would be to take the suggestion from Tony Leonardini and provide a stopping point at the North and South entrance to town. If at some point in the future easement issues with the Mill Ave route suggested by councilman Hall or some other acceptable route can be found the two points can be connected.

Regards,

Ron Arata

From: Xinia Gamero <XGamero@cityofsthelena.org>
Sent: Tuesday, March 1, 2022 9:02 AM
To: Preya Nixon <PNixon@cityofsthelena.org>
Subject: FW: [External] Vine trail proposal Church street

Thank you.

XINIA GAMERO
PERMIT TECHNICIAN III- PLANNING
City of St. Helena | Planning Department
1572 Railroad Ave. | St. Helena, CA 94574
Planning: (707) 968-2659 | Direct: (707) 968-2740 | xgamero@cityofsthelena.org

From: gcampagne3@gmail.com <gcampagne3@gmail.com>
Sent: Sunday, February 27, 2022 7:02 PM

To: 'Tina Perrino' <tina.perrino@yahoo.com>; Public Comment <publiccomment@cityofsthelena.org>
Cc: 'Jacqueline Hilger-Rolfe' <jhilger1@me.com>; 'Leslie Wightman' <dlwightman1@att.net>; 'Jerome Booker' <davis398@gmail.com>; 'Jodie Nieman' <jodie@jodiesdesign.com>
Subject: RE: [External] Vine trail proposal Church street

Thank you everyone. Most definitely STRONGLY opposed.

From: Tina Perrino <tina.perrino@yahoo.com>
Sent: Friday, February 25, 2022 2:40 PM
To: publiccomment@cityofsthelena.org
Cc: Jacqueline Hilger-Rolfe <jhilger1@me.com>; Leslie Wightman <dlwightman1@att.net>; Jerome Booker <davis398@gmail.com>; Jodie Nieman <jodie@jodiesdesign.com>; Gisela Campagne <gcampagne3@gmail.com>
Subject: Re: Vine trail proposal Church street

I agree with my neighbors points outlined in the emails below. And would like to weigh-in individually and go on record with my opposition to the Church Street route proposal.

The process for evaluating route options does not seem to be a thorough one. The Church St proposal feels as if it's being jammed through without due consideration and responses to the issues and concerns so far raised by the residents, most notably the safety concerns.

Even under current conditions, it is extremely difficult to pull out of my driveway and to cross the street. I can't imagine trying to do this with cyclists streaming by. Essentially this would create a hazard and significant potential liability.

And, indeed a routing down Church Street would change the character of this little neighborhood and not for the better. There are many improvements needed on this street including sidewalk repair, traffic control, park cleanup/restoration , etc. As a homeowner I do not include a bike trail outside my front door on this list of improvements.

Thank you.

Tina Perrino
1152 Church Street
415-505-8422

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Sent from my iPhone

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Jodie Nieman
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We are strongly opposed!

Sincerely,

Jacqueline Hilger-Rolfe PhD
1155 Church street

Tina Perrino
1152 Church street

Jerome Booker
1144 Church Street

Leslie and Deacon Whiteman
1135 Church street

Jodie and Mike Neiman
1128 Church street

Lupe, Vickie, Harley Lopez
1161 Church street

Gisela Campagne
1160 Church street

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Public Comment Special Meeting ATSC/PRC 3.2.22
Date: Tuesday, March 1, 2022 11:01:28 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

Wash your Hands | Wear a Mask | Watch your Distance
Lávese sus manos | Use mascarilla | Mantenga su distancia

From: stephanie iacobacci <stephanie.iacobacci@gmail.com>
Sent: Tuesday, March 1, 2022 10:42 AM
To: Paul Dohring <PDohring@cityofsthelena.org>; Lester Hardy <LHardy@cityofsthelena.org>; Anna Chouteau <AChouteau@cityofsthelena.org>; Eric Hall <EHall@cityofsthelena.org>; Geoff Ellsworth <GEllsworth@cityofsthelena.org>; James McCann <jmccann@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>; Leslie Stanton <lesliestan@gmail.com>; Matthew <matthew@demchuk.com>
Cc: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Public Comment Special Meeting ATSC/PRC 3.2.22

Dear City Council Members, Interim City Manager McMann, ATSC and PRC Committee Members,

I am writing to express my support for the Napa Valley Vine Trail finding a route through St. Helena. I empathize with business owners' concerns of parking loss, specifically, the potential loss of parking for Adams Street Shipping as that business does demand nearby, easily accessible parking. Although I disagree with a lot of other public comment submitted that makes generalized statements on behalf of "every resident." Personally, I do not think St. Helena has a "parking problem" as many individuals claim. On weekdays, the city's Oak

Avenue Parking lot is underutilized, in addition to the 80+ parking spaces between Adams Street and Library Lane. Businesses have every right to want parking spaces as close and convenient to their business as possible. Although I'd argue that perception of parking would change with improved directional signage and stronger efforts from the City of St. Helena to find parking solutions that benefit the downtown district, such as long-term lease agreements with AT&T, Banks off Adams Street, Catholic Church, or PG&E.

Yes, any of the routes proposed and studied by engineers will cause short-term grievance and inconveniences, but that will pass. Sure, resident travel may take 90 seconds longer than it did before, but this small inconvenience does not seem like a valid enough reason for St. Helena to be the section that breaks up the Vine Trail. As a resident, I'm eager for the Vine Trail to be in St. Helena. We have an obligation to take care of our aging population and youth, the Vine Trail provides a safe place for both populations to meet and move safely without being concerned about people blowing through stop signs into crosswalks.

I'd like to voice my support for the Spring Street to Oak Avenue route or Pope to Church Street Route. I understand it's easier for me to support these options, not being a resident on Church Street or a business owner on Oak Avenue/Adams, but I'd welcome it if I were and see the value the NVVT would bring to me. To be direct, residents and businesses do not own the streets they reside and the street's purpose is for travel. So I encourage City Council, ATSC, and PRC to look at this as a way to **prioritize pedestrian and bicycle travel.** While I may not love having to walk 1 block for my nail appointment, coffee, or package drop - it won't stop me from continuing to patronize local businesses and in time, it'll be the new normal. In addition, the slight inconvenience may encourage me to just bike between local destinations rather than drive. (let's hope!)

As a resident of St. Helena, our community should be proud to be a part of what will be the most amazing bike trail in California. Connecting the towns of Napa Valley to one another and providing a safe space for all to move from place to place. A continuing theme in St. Helena is that residents feel strongly we need to protect St. Helena's small-town culture. Getting the NVVT to travel through St. Helena forces drivers along the route to slow down, encourages outdoor movement, shows visitors people live, work, and play here, all while giving residents a greater opportunity to move throughout their own town by food and bike **safely**.

I appreciate the engagement and thoughtfulness of my neighbor's input, even if our viewpoints are not aligned. I also appreciate your time serving on committees/City Council, and your commitment to St. Helena's welfare. We need to be willing to sacrifice something for greater gain.

Be Well and Do Well,

Stephanie Iacobacci
1130 Crane Avenue
St. Helena, CA

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: Vine Trail through Saint Helena
Date: Tuesday, March 1, 2022 11:44:23 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Nancy Tennyson <nancy.tennyson@live.com>
Sent: Tuesday, March 1, 2022 11:44 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine Trail through Saint Helena

Dear Active Transportation and Sustainability Committee and Parks and Recreation Commission,

Completing the Vine Trail through Saint Helena will greatly benefit the local community by providing a safe way for walkers and bicyclists to get around town.

I use the Vine Trail in Napa to ride to work on my 5-speed in my work clothes. This benefits me and my community in many ways. I get daily exercise, it's one less car on Hwy 29, I'm more connected with the communities and people I see along the route, I'm more likely to pop into a shop. I can speak from experience that--even though my trip is only about 3 miles--without the Vine Trail in the city of Napa, I would not ride my bike to work. Saint Helena should offer

this same asset to your residents.

I know several routes are under consideration. Please choose one that serves the local population.

Thank you,
Nancy Tennyson

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 11:55:11 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Mark Anisman <4anisman@gmail.com>
Sent: Tuesday, March 1, 2022 11:55 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

i voice strong support for this project!!
i often use the trail and see so many tourists!!
it would be great for locals and visitors
thank you, Mark Anisman (Yountville)

From:	Preya Nixon
To:	Amalia Kulczycki
Subject:	FW: Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date:	Tuesday, March 1, 2022 11:57:23 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.png

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Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
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pnixon@cityofsthelena.org

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From: Triska, Mark <Mark.Triska@colliers.com>
Sent: Tuesday, March 1, 2022 11:57 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Maria G - Ahsa (mmtriska1@me.com) <mmtriska1@me.com>; John Triska (triskajohn@gmail.com) <triskajohn@gmail.com>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Cannot wait for this connection! Basically the trail really gets good only after the Park N Ride at Trancas heading north. We rode it yesterday from Kennedy Park north to Yountville. Hopefully you can get right of ways north to St Helena. Thank you,

Mark Triska, SIOR
Executive Vice President| Pleasanton
mark.triska@colliers.com

CA Lic. 01012779
Direct: +1 925 227 6210 | Mobile: +1 925 989 5885
4301 Hacienda Drive, Suite 430 | Pleasanton, CA 94588 | United States

View My Team

Assistant: **Anne Shultz**
+1 925 227 6276 | anne.shultz@colliers.com

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SIOR

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 12:36:46 PM
Attachments: image002.png

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
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From: Elaine Honig <elaine@studio4forty.com>
Sent: Tuesday, March 1, 2022 12:25 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Hi,

I'm writing in support of the Vine Trail coming through town. I think the benefits to our community will be immense. I also support it going on Church Street.

Thanks!

elaine
Elaine Honig
Founder
STUDIO 4Forty

707-479-2055
elaine@studio4forty.com
www.studio4forty.com



From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 12:37:11 PM

Preya B. Nixon
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From: Lorraine Barker <aubaine@comcast.net>
Sent: Tuesday, March 1, 2022 12:34 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

As a senior citizen who has lived in Napa for 40 years, I cannot express my support loudly enough for the Napa Valley Vine Trail and its adjunct, the Napa River Trail. I have always hiked in the hills, but the last few years have made that slightly more difficult than in the past for so many different reasons. Suffice it to say, a trail up and down the valley with relatively minor elevation changes is so much more doable and provides a lovely alternative. I still hike the hills, but simple walking (or biking) up or within the valley is becoming a much more pleasant endeavor than it could ever be with no protected walkway/trail. If no such trail were available, many locals and tourists would be stuck in their cars to get anywhere in the valley! Let's minimize the need for that, please!
Let's continue building the full length of the Vine Trail!
Sincerely,
Lorraine Barker

Napa

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Vine Trail Support
Date: Tuesday, March 1, 2022 12:38:32 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

Wash your Hands | Wear a Mask | Watch your Distance
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From: Catherine Courage <catherine.courage@gmail.com>
Sent: Tuesday, March 1, 2022 12:37 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine Trail Support

Hello
I am writing to send my support for the continuation of the Vine Trail. The creation of this trail from Napa to Yountville has been a wonderful addition to the community. It provides a beautiful and safe means for tourists and locals to navigate between the wonderful towns of the valley without a car. As a local avid cyclist I look forward to the connection between St Helena and Calistoga. I hope we can bring this to life soon!

Sincerely,
Catherine Courage

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 12:39:07 PM

Preya B. Nixon
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From: Brad Lee <bradslee@yahoo.com>
Sent: Tuesday, March 1, 2022 12:38 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

It is my strongest support for a consideration for a recommendation on the Vine Trail alignment through St. Helena. This project will benefit the residents of Napa County greatly and particularly the interest of St. Helena. Please vote yes on the recommendation!

Brad Lee
650.255.3172
75 Verona Way
Napa, CA 94558

Sent from Yahoo Mail for iPad

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] vine trail through st helena public comment
Date: Tuesday, March 1, 2022 11:01:36 AM

Preya B. Nixon
Assistant to the City Manager
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From: Pamela Smithers <psmithrs@comcast.net>
Sent: Tuesday, March 1, 2022 10:22 AM
To: Leslie Stanton <lesliestan@gmail.com>; Jeff Farmer <jfarmer@seedgrain.com>; Glenn smith <glenn@smith-carr.com>; Maddie Chandler <m.chandlerworkshop@gmail.com>; Tye Taylor <ttaylor@tfewines.com>; Matthew <matthew@demchuk.com>; Michelle Deasy <michellecdeasy@gmail.com>; Rebekah Weeman <rebekah@bsceneinc.com>
Cc: Preya Nixon <PNixon@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
Subject: [External] vine trail through st helena public comment

Dear ATSC and PRC members,

Thank you for this opportunity to comment on the Vine Trail coming through St Helena and for your service to our community. It is much appreciated.

I just came home from sitting on the corner of Adams and Oak from 3-345pm (afternoon school hours). Have you done it? What I discovered is there are LOTS of RLS and SHES students on bikes and on foot there. Our General Plan says Oak Ave is supposed to be a Bike Boulevard, there's a good reason for the designation, it links schools, libraries, and

shopping.

Our General Plan mentions bicycling, bicycles, walking, pedestrians, and active transportation hundreds of times within its pages. It's basically the theme of our General Plan! Not to mention a whole chapter on climate change. We must change our habits to allow/provide for safe bicycling on our City corridors.

The students I watched today were likely headed to the library (off Adams) or home, since most of our students live on the east side of town. Some continued south on Oak toward Mitchell. Maybe these students were headed to Sunshine or the ice cream shop or maybe to the Boys and Girls Club just off Oak. The bike riders rode on sidewalks because it is not safe to ride a bike on Adams or Oak. All these kids would benefit from a bike lane that went down Oak and Adams.

We must/should follow our General Plan and start to implement the "Complete Streets" it calls for, making streets safe for ALL users, not just cars.

Let's try to find some solutions to parking spots (St Helena Shuttle 963-3007 needs to be in everyone's favorite list on their phone, especially folk who cannot walk long distances, they pick up and drop off door to door). We've just got to adapt for the benefit of young people. (And don't we want more shoppers here? Let's welcome riders down Mitchell, Oak and Adams who will stop at Lang & Reed, Sunshine, Crisp, Chokolatte, NV Coffee Roastery, Sportago, etc. etc. etc.) Let's reduce our own car trips. Let make some sacrifices for the kids and the future of our planet.

Thank you for listening to all the public comment and for serving on these committees. Good luck.

Pam Smithers
1819 Vallejo Street, SH
32-year resident
707-696-0530

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 1:13:27 PM

Preya B. Nixon
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-----Original Message-----
From: Sunshine <sunshinefoodsmarket@comcast.net>
Sent: Tuesday, March 1, 2022 1:13 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

I am writing to express our extreme opposition to the Vine Trail being located on Oak Ave. The danger of being hit by or running into any number of vehicles, of all shapes and sizes, turning into and exiting driveways on Oak Ave is currently difficult at best. The addition of more pedestrians and cyclists, who will feel they are protected by the green painted area, is an unacceptable risk. Also the loss of "any" street parking in this area is unconscionable. The lack of parking in St. Helena is currently an extreme problem, especially for people working in downtown and needing to park all day while trying to leave parking available for customers. There are no viable mitigation measures to replace the loss of parking on Oak Ave or anywhere else in downtown. All of these issues are currently at unmanageable levels and becoming worse by the week. As the weather improves, leading to the Valley's peak business time of year, all of this will become worse even without the Vine Trail. It is unacceptable to tell our local residents and employees, who must commute to work, sorry we have no safe or convenient place place for you to park. A "Gap" in the trail through St. Helena is the only viable option.

Jay K. Smith, Sunshine Foods
Partner
Sent from my iPad

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment to St. Helena
Date: Tuesday, March 1, 2022 1:16:37 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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From: Matthew Kulczycki <mmkulczycki@gmail.com>
Sent: Tuesday, March 1, 2022 1:14 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment to St. Helena

To whom it may concern,

I am a Napa Valley resident and avid biker. I am sending support for the continuation of the Vine Trail through St. Helena. I truly feel the segment will connect our communities and create a better place to live and play. I love riding upvalley with my family, but its scary to do so beyond Yountville.

I am always amazed, especially this time of year, how many bikers stop and spend money in Yountville. Bouchon is packed with bikers and I believe the Station, Model Bakery, NV Coffee Roasters and other downtown business would receive much of the same business if there was a contiguous trail.

Thank You,
Matthew Kulczycki

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 1:26:35 PM

Preya B. Nixon
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From: Paul Wagner <PWagner@balzac.com>
Sent: Tuesday, March 1, 2022 12:37 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

I am writing in strong support of the Vine Trail and its alignment through St. Helena. I served for eight years on the CIty of Napa's Bicycle/Alternative transportation commission, and I am well aware of the benefits of this kind of infrastructure in the community. It benefits everyone, from pedestrians and cyclists who just want a safer route to travel, to tourists who want to get closer to the real Napa Valley, to locals who enjoy exercise in the open air. IT even benefits motorists by reducing traffic on the roads: car traffic, bike traffic, and pedestrian traffic. The success of these routes is brilliantly clear in Napa, where the bicycle commuter path through the city and down to Napa Valley College and Kennedy Park is in constant use. The River Trail has become a key element to the community of North Napa. And the Napa Vine Trail up to Yountville has become not just a local success, but a huge draw for tourists as well.

For generations we have designed our communities for the convenience of cars. It's about time we started designing our communities for people, instead.

Paul Wagner
1418 Calistoga Ave
Napa, CA

Check out our outdoor adventures at http://www.backpackthesierra.com/

Or read my mystery novels set in the Sierra Nevada:
https://www.amazon.com/dp/0984884963/ref=cm_sw_r_awdo_navT_g_J01PJAHMPAE6SV45PE9G
https://www.amazon.com/-/es/Paul-Wagner/dp/B09R96CDCR

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: Napa Valley Vine Trail Support
Date: Tuesday, March 1, 2022 3:06:39 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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From: Holly Ong <ollydaze@hotmail.com>
Sent: Tuesday, March 1, 2022 2:10 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Napa Valley Vine Trail Support

To the Special Joint Active Transportation and Sustainability Committee and Parks and Recreation Commission,

The Napa Valley Vine trail has been used over 61,000 times in the last 60 days (https://vinetrail.org/ use counter). Each of those uses represents a recreational or transportation occurrence that provides healthy benefits and ways to alleviate traffic in the Napa Valley.

The proposed extension from Yountville to St. Helena would provide a safe path for residents and visitors to enjoy. The Vine Trail not only represents safe passageways, but promotes education on the trail surroundings, art and cultural opportunities and respect

for our agricultural traditions. I use the trail almost daily and have witnessed the diverse use of the trail by residents, visitors, commuters, and recreationalists.

I hope you will support the multi-use Vine Trail proposal. This project would be a positive addition to the community in St. Helena and the surrounding Napa Valley

Sincerely,
Holly Ong
3808 Villa Ct.
Napa, CA 94558

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 3:11:05 PM

Preya B. Nixon
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-----Original Message-----
From: Karen Taylor <kltaylor190@yahoo.com>
Sent: Tuesday, March 1, 2022 3:10 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

My husband and I, along with our small dog, love the Napa Valley Vine Trail! We live off Salvador and Solano and use it for walking and bike riding several times a week—even during the winter. Best and safest place to walk and bicycle in the valley as far as we're concerned. We often stop for lunch at restaurants near the trail, particularly at pet-friendly places with outdoor seating. I've even used the trail to ride my bike to the grocery store. What a fabulous asset for us as locals as well as for visitors! We just got new bikes so we can't wait for the extension to St. Helena. We look forward to longer rides and more restaurants for lunch along the way.

Dave and Karen Taylor

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Vine trail
Date: Tuesday, March 1, 2022 3:19:27 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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-----Original Message-----
From: Annette Smith <lovemy3tees@aol.com>
Sent: Tuesday, March 1, 2022 3:17 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine trail

Dear Members of the Active Transportation Committee, Members of the Recreation Committee and City Council Members, I am writing this letter to express my concern and opposition to the Vine Trail going through our downtown business district and disrupting the daily lives of our citizens and taxpayers. The proposed trail along Oak and Adams with the loss of 50+ Physical parking spots will seriously impact many businesses and most likely force a few to close! (It is actually 300+ Parking spots if you recognize that each of those 50 spots are used multiple times each day and evening.) Is this how we treat our local serving businesses and their customers?
I understand the appeal of a bike trail from Vallejo to Calistoga but NOT at the expense of the residents of St. Helena! I support the "Gap Model" as a compromise. There is no reason why the Vine Trail can't have a rest stop at the North and South end of the business district with park-like landscape, bathrooms and welcoming signage to our community and businesses. I would think the cyclists could then "share the road" for 3 blocks through our downtown areas! Perhaps they could even support some of our local merchants while downtown.
Let us all remember that our tax dollars will be used for the continual upkeep and maintenance of this path for decades. We already have sidewalks, streets and parks in dire need of repair. Let's take care of those first!
I urge you to keep the welfare of our St. Helena community and downtown business district as your first priority while making your decision.
Sincerely,
Annette Smith

Sent from my iPad

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Tuesday, March 1, 2022 4:18:03 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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From: joseph pramuk <josephpramuk@yahoo.com>
Sent: Tuesday, March 1, 2022 4:14 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Cc: Joseph Pramuk <josephpramuk@yahoo.com>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Hello….

Re; the Vine Trail: I am a resident of Napa, now for 76 yrs.. The Vine Trail project is the best evolving idea I've admired, (and enjoyed using), in my time here. The vibe between cyclists, pedestrians, and yes, most motorists is great to see. Anything we can do as a community to expand this valuable resource and promote its use as an enjoyable, environmentally responsible alternative to experiencing our unique and beautiful valley gets my vote, vigorous nod of approval, and enthusiastic thumbs, actually ***thumb*** up, (keeping at least one hand on the handlebars.)

Let's remove any roadblocks and red tape and move as rapidly as possible to completing the entirety of the Trail from Calistoga to the Vallejo Ferry!

Thanks for your consideration,

Joseph Pramuk
Napa

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] support for the Vine Trail...
Date: Tuesday, March 1, 2022 4:40:34 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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From: Gerardo Capiel <gcapiel@alum.mit.edu>
Sent: Tuesday, March 1, 2022 4:35 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] support for the Vine Trail...

Hello
I am writing to send my support for the continuation of the Vine Trail. The creation of this trail from Napa to Yountville has been a wonderful addition to the community. It provides a beautiful and safe means for tourists and locals to navigate between the wonderful towns of the valley without a car. As a local avid cyclist I look forward to the connection between St Helena and Calistoga. I hope we can bring this to life soon!

Sincerely,
Gerardo Capiel
1401 Lake St.
Calistoga, CA 94515

Albertsons Companies

SENT VIA ELECTRONIC MAIL

March 1, 2022

Members of the St. Helena Active Transportation and Sustainability Committee
and Parks and Recreation Commission (collectively, the "Committee Members")
City of St. Helena
1572 Railroad Avenue
St. Helena, CA 94574

Re: Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena (Agenda Item 4.1)

Dear Committee Members:

I write on behalf of Safeway Inc. ("Safeway") which owns and operates a union-represented grocery store at 1026 Hunt Avenue ("Store #2605") in a shopping center co-owned by Mr. Richard Shurtz ("Shopping Center") in the City of St. Helena ("City"). This letter is in connection with the Committee Members' review and recommendation on the Vine Trail Alignment ("Project") on March 2, 2022. Safeway conceptually supports the development of a 47-mile Vine Trail from Vallejo to Calistoga, however Safeway does not have enough information to make a formal decision on the proposed Church Street route which would run along the Shopping Center. To that end, Safeway provides the following questions and comments.

Background

Safeway has proudly served the residents of St. Helena since 1926. We are also an Essential Business during this unprecedented time. Safeway has operated a full-service supermarket in its existing footprint since 2003, which followed the timely completion of an Environmental Impact Report ("EIR") in accordance with the California Environmental Quality Act ("CEQA").

In mid-January 2022, Safeway was approached by members of the Napa Valley Vine Trail Coalition ("Coalition") to consider a proposal to construct the Vine Trail along Church Street (which would be converted to a one-way street) and the westerly property line of the Shopping Center (the "Church St. Route"). This would require, among other things, approval by Safeway and Mr. Shurtz of new easements along the Shopping Center. From a timing standpoint, Safeway was advised the St. Helena City Council would be selecting a single route for the Vine Trail out of four (4) possible options (the Church St. Route being one of the possible routes) in late March 2022. The timing of this vote was important because the Coalition was applying for a grant in June 2022 and the chances of success were higher if the formal route was locked in.

Shopping Center Parking Lot

The Shopping Center's parking lot is small and busy. The design of the lot has maximized the number of parking stalls available in this uniquely shaped site. If there was a way to increase parking count, Safeway and its professional designers and architects would have found it by now – but there isn't. The loss of any parking would be detrimental from an operational standpoint to both Safeway and other tenants in the Shopping

Center, and risk non-compliance with Safeway's entitlements. The Coalition has provided Safeway a preliminary drawing by the civil engineer BKF that shows the Vine Trail running between the Shopping Center and train tracks without impacting the Shopping Center's parking stalls. This is encouraging, however the amount of due diligence required to fully vet this proposal is lengthy and includes, but is not limited to, a thorough review of: title, geotechnical surveys, Phase I and Phase II environmental reports, stormwater management (C3), relocation of traffic control equipment serving the railroad crossings, and possible relocation of existing utilities in the subject area.

Church Street

The Coalition indicates the Church St. Route would require Church Street to be converted to a one-way street. Safeway has not been able to independently verify this with the City. Regardless, to ensure unobstructed access to the Shopping Center for both customers and delivery trucks, Safeway supports Church Street remaining open to two-way traffic.

Safeway was originally told the majority of residents on Church Street approved the Church St. Route. In subsequent conversations with Church Street, as well as a review of the public comments for the March 2nd meeting, it is clear that the majority of Church's residents oppose the Church St. Route.

CEQA

There appears to be widespread acknowledgment that the selection of the alignment of the Vine Trail through St. Helena is a discretionary act by the City. The Coalition advised Safeway that an EIR would be conducted in the future, but not before the City Council votes on the route. Safeway has tried contacting the City to understand its position in foregoing environmental review at this time, however we have not received a response. The purpose of CEQA is to study and provide information so that the public and elected officials can make an informed decision. To perform that review *after* a discretionary decision has been made – in this case, selection of single route out of four options – is a procedural error. (*Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116)

Safeway requests that, at minimum, an initial study be prepared prior to City Council's hearing to thoroughly evaluate and address all potentially significant impacts of the Project, as required by CEQA.

*****

Thank you for your consideration of Safeway's questions and comments. Please contact me at (925) 226-5754 or natalie.mattei@albertsons.com with any questions.

Sincerely,

Natalie Mattei

Natalie Mattei
Director of Real Estate

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Dedicated bicycle path unnecessary
Date: Wednesday, March 02, 2022 10:14:42 AM

Preya B. Nixon
Assistant to the City Manager
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From: J. j. Greene <ihowebmaster@gmail.com>
Sent: Tuesday, March 1, 2022 5:50 PM
To: Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
Cc: James McCann <jmccann@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>; Willinda McCrea <willindamccrea@gmail.com>
Subject: [External] Dedicated bicycle path unnecessary

Kindly distribute this email to each of the Council members.

To the City Council of St Helena:

While I have previously addressed Preya Nixon on this question I am directing this email to you, the members of the city council, as my official response to your request for input on a decision I understand you will be taking later this month.

I am opposed to any dedicated bicycle path through this shitty as it is unnecessary.

Bicyclists successfully transit St Helena at present, find their own routes through town and will

continue to do so whether or not there is a so called "dedicated" pathway for them.

Additionally, there are strong arguments against designating any route through the City.

1. Any route designated by the City Will be vigorously opposed by residence along that route. This is a NIMBY issue if there ever was one.

2. The removal of parking spaces, metered or not, necessarily attends any designated bicycle route through the City; I do not need to tell you that parking spaces are at a premium on almost every street in this town.

Jay Greene
History & Paleoanthropology
http://www.becominghuman.org/

1516 Oak Avenue • St Helena CA 94574
707.815.7432
ihowebmaster@gmail.com

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:14:53 AM

Preya B. Nixon
Assistant to the City Manager
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From: ttracy@sbcglobal.net <ttracy@sbcglobal.net>
Sent: Tuesday, March 1, 2022 6:04 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Although I don't live in St. Helena, but I worked there for 17 years, and many times commuted to work on a bike. It's a small enough town that every trip within town can conceiveably be done on a bike. St. Helena should do its utmost to provide a logical, reasonably straight, route for the vine trail. So many times multi-use trails are stopped, detoured, or re-directed into tortured circuitous paths because of some seemingly "insurmountable" obstable, when really all it takes is a shift in priorities. Car parking priorities and roads discouraging bicycle travel is doing irrepairable damage to our environment. If you care about our future more than a quick car trip to the grocery store, then the vine trail and bike routes connecting to it should have the highest priority.

Thanks,
Terry Tracy

From:	Preya Nixon
To:	Amalia Kulczycki
Subject:	FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date:	Wednesday, March 02, 2022 10:15:09 AM

Preya B. Nixon
Assistant to the City Manager
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From: Samantha Smith <samsmithitaly@yahoo.com>
Sent: Tuesday, March 1, 2022 7:28 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Hello,
A Vine Trail alignment through St. Helena would be such a great addition to our valley. It would give locals and tourists both another way to enjoy the valley without a car, using pedal power and not creating anymore greenhouse gases in the process. Please approve this important addition to the Vine Trail. I hope I will eventually see a bike path through the entire valley, linking all towns to make a great source of recreation for all.

Thank you,

Samantha Smith
Napa, CA
samsmithitaly@yahoo.com

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:16 AM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

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From: Julie Herdell <jaherdell@gmail.com>
Sent: Tuesday, March 1, 2022 8:02 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

The Vine Trail is an outstanding community vehicle to promote health and well being. Our family treasures The Vine Trail for uniting friends and families in an outdoor space that offers positive interactions, great recreation, and a healthy environment that promotes positive interactions !

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:19 AM

Preya B. Nixon
Assistant to the City Manager
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-----Original Message-----
From: Myrna David <myrnadavid2014@gmail.com>
Sent: Tuesday, March 1, 2022 8:47 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

To the City of St. Helena:

This is to express my strong support for a Vine Trail extension up valley. I currently live in Yountville and use the Vine Trail several days a week as a regular bike rider. I am able to ride to Napa but the opportunity to reach the city of St. Helena would be an incredible experience.

The Vine Trail provides a safe and evenly paved path to explore our valley. I and many other recreational bike riders will not ride on Highway 29 or the Silverado Trail because of safety concerns.

The Vine Trail has been a particular godsend during COVid as a source of exercise and fresh air.

From a business standpoint, users of the Vine Trail will stop in St. Helena to dine in restaurants and visit retail shops. I just saw several bike riders in a Napa restaurant today having lunch as a break from their ride. I have also done the same. Access to St. Helena via the Vine Trail will help the local economy.

Please consider all the many advantages having the Vine Trail extension in St. Helena can offer our entire community.

Thank you.
Myrna David
1889 Colombard Way
Yountville

Sent from my iPhone

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 10:15:30 AM

Preya B. Nixon
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-----Original Message-----
From: Donald Hanson <hansonde@gmail.com>
Sent: Wednesday, March 2, 2022 8:14 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

Dear committee members,

I am a regular user of the Napa Valley Vine Trail. I run on the trail every day. The trail has been a blessing. I would love to be able to bicycle all the way to Calistoga on the trail. Biking on Highway 29 is not safe or fun. The traffic is very bad. I currently run from Yountville to Oakville and part of the run in on Highway 29. It would be much safer to run on a trail north of Yountville.

The Napa Valley Vine Trail is amazing and should be built as soon a possible. Please support the trail.

Donald Hanson

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Public Comment: NAPA VALLEY VINE TRAIL
Date: Wednesday, March 02, 2022 10:15:46 AM

Preya B. Nixon
Assistant to the City Manager
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From: Rebecca Kotch <rebecca@ridenapavalley.com>
Sent: Wednesday, March 2, 2022 8:33 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Public Comment: NAPA VALLEY VINE TRAIL

TO THE CITY OF ST HELENA,

While some might consider the VINE TRAIL an amenity, something "nice" to have in the Napa Valley - alongside the acres of vineyards, I am of the opinion that the VINE TRAIL is a necessity.

And here's why:
Just two words:

MENTAL HEALTH

Mental health includes our emotional, psychological, and social well-being. It affects how we think, feel, and act. It also helps determine how we handle stress, relate to others, and make choices. Mental health is important at every stage of life, from childhood and adolescence

through adulthood.

Up until 2020, I had been a big user of the current trail section and rode up and down. As an experienced cyclist I rode all over the valley, but I always felt comfortable and safe on this car-free section of the trail - and yearned for it to go to Calistoga.

2020 changed our way of life. Bike riding, running, walking became a way of life - not just for me but for thousands, and perhaps millions of people across the country.

I rode because I needed help - and the only way to keep my thoughts together after the feeling of loss, financial struggles, depression and isolation, was to be on my bike.

Moving our bodies is not just good for our bodies, but for our mental health. To me the VINE TRAIL has been a life-saver. This is both "free" therapy and a "free" outdoor gym if you can think of it that way.

Studies show that exercise can treat mild to moderate depression as effectively as antidepressant medication—but without the side-effects, of course. As one example, a recent study done by the Harvard T.H. Chan School of Public Health found that running for 15 minutes a day or walking for an hour reduces the risk of major depression by 26%. In addition to relieving depression symptoms, research also shows that maintaining an exercise schedule can prevent you from relapsing.
Exercise is a powerful depression fighter for several reasons. Most importantly, it promotes all kinds of changes in the brain, including neural growth, reduced inflammation, and new activity patterns that promote feelings of calm and well-being. It also releases endorphins, powerful chemicals in your brain that energize your spirits and make you feel good. Finally, exercise can also serve as a distraction, allowing you to find some quiet time to break out of the cycle of negative thoughts that feed depression.

Adults are the only ones who need this mental health support. Our children are struggling:

NPR Schools across the country are overwhelmed with K-12 students struggling with mental health problems, according to school staff, pediatricians and mental health care workers. Not only has this surge made the return to classrooms more challenging to educators, it's also taxing an already strained health-care system.

Connecting our communities with a safe way to ride, run or walk for those who live here and those who visit is the smart and sensible way to proceed. I have always said the VINE TRAIL has been a personal game changer but it's a county wide game changer that allows ALL of us to experience the outdoors for our physical, emotional and spiritual needs.

NOT building the VINE TRAIL through St Helena will be a stain on the city.

I SUPPORT MENTAL HEALTH. I SUPPORT THE VINE TRAIL.

Rebecca Kotch
Rebecca@RideNapaValley.com

Rebecca@RideNapaValley.com
707.278.8377 | 323.806.5900
ridenapavalley.com

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] St. Helena Vine Trail Route - Public Comment
Date: Wednesday, March 02, 2022 10:16:06 AM

Preya B. Nixon
Assistant to the City Manager
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From: Christopher Cole <ckcole@comcast.net>
Sent: Wednesday, March 2, 2022 8:48 AM
To: Preya Nixon <PNixon@cityofsthelena.org>; Cindy Tzafopoulos <ctzafopoulos@cityofsthelena.org>
Cc: lesliestan@gmail.com; Jeff Farmer <jfarmer@seedgrain.com>
Subject: [External] St. Helena Vine Trail Route - Public Comment

Dear ATSC Members:

Thank you for putting this issue out for public comment. And thank you in advance for your careful consideration of this important matter.

I live north of town and I work in St. Helena. I have been riding my bike to work for 35 years and am very familiar with the obstacles that cyclists encounter every day. There is no question that the Vine Trail will improve safe connectivity for cyclists and pedestrians along our north-south corridor. As noted in the St. Helena General Plan, we live in a compact community that is conducive to alternative transportation, so please, let's work together to make it better.

The Vine Trail is a unique project in that it is a gift to the City. It has been embraced by every municipality in Napa County. Unfortunately, there has been a lot of confusion about St. Helena starting this project now, when we have so much other pressing business. Please remember that this project does not draw from the City coffers, yet it takes us miles down the road towards our mandated carbon reduction goals and the 2040 General Plan. St. Helena should receive part of the $220 million that the California State Transportation Program is allocating annually to active transportation in communities like ours. We have to support the Vine Trail.

Completing the Vine Trail will not come at the expense of other City projects.

The consultants have presented two routes that work well for St. Helena. Let's dismiss the other routes now. The Mills Lane option is dependent on a voluntary Grant of Easement that the Vine Trail will never secure. The Spring St./Oak Ave. option makes no sense when considered against a less congested Mitchell Ave./Oak Ave. route.

This leaves two routes for consideration; the Mitchell Ave./Oak Ave. route (the west side route) and the Pope St./Church St. option (the east side route).

Oak Ave. is designated as a "Bike Boulevard" in the General Plan. This is because Oak Ave. services the schools, the Boys and Girls Club, one of our grocery stores and is within one block of Main St. If reviewed in the context of the route which best serves our resident and student populations, Mitchell Ave./Oak Ave. is the logical route. Because of the lost parking, there will be an inconvenience to our tourist population, who will have to walk the extra block to downtown, unless, of course, they arrive on a bicycle – and they will. Or they can call the underutilized St. Helena Shuttle. There are solutions to lost parking.

The Pope St./Church St. route also works well, but for reasons already decided in the General Plan, it is a second choice.

It is important to remember that all of the details for the route do not have to be resolved now. Let's find a route and make it work.

In conclusion, the City Council has two good options from which to choose:

1. Mitchell Ave./Oak St. best serves our community, as determined in the General Plan.
2. Pope St./Church St. is also good option, particularly if it bolsters community buy-in.

Anything less than option 1 or 2 is a rejection of the City's General Plan, a rejection of a popular County wide alternative transportation plan and a refusal to accept State tax dollars that will then be diverted to other communities.

Please support the Vine Trail.

Thank you,
-Christopher Cole
ckcole@comcast.net

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Napa Valley Vine Trail
Date: Wednesday, March 02, 2022 10:16:34 AM

Preya B. Nixon
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From: SUSETTE C STICKEL-RUFER <swas40@comcast.net>
Sent: Wednesday, March 2, 2022 9:45 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Napa Valley Vine Trail

Good morning!

The Napa Valley Vine trail is a WELCOME addition to the Napa Valley and should be completed as soon as possible.

Our family has owned a house in Calistoga since the 1960's and back then the "sleepy" Napa Valley was easy to enjoy and navigate through. As time ticked by the Valley became more and more popular, not just with new residents but with more and more wineries and tourists to enjoy those wineries. Napa Valley is a worldwide destination. Traffic can be unbearable during peak times.

So. . . what more fabulous way to enjoy the valley than by foot or bicycle? We can't wait to be able to ride our bikes from Calistoga to St Helena and beyond instead of

having to drive using highway 29 or the Silverado Trail! I'm sure there are many residents and tourists who would thoroughly enjoy the experience as well!! When you travel outside of the U.S. you find many places that are public transportation oriented and more and more places in the U.S. that are adding public trails to their list of tourist destinations. Let's not get behind in our quest to finish this great addition to the Napa Valley!!!

Let's all support finishing this great public transportation path as soon as possible!!

Sincerely,

:) susette

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Date: Wednesday, March 02, 2022 11:03:08 AM

Preya B. Nixon
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From: Alan Johnson <alanjohnson@sonic.net>
Sent: Wednesday, March 2, 2022 10:57 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena

I am commenting in favor of extending the Vine Trail to and through the City of St. Helena. I regularly use the Vine Trail for exercise and recreation and my wife and I enjoy riding the Trail to the Town of Yountville for lunch. Incorporating the city of St. Helena into the Vine Trail system would add an additional destination for both tourists and Napa Valley residents to safely access via bicycle and foot. The additional non-automobile traffic could increase the economic opportunities for the city's businesses without increasing road congestion.

Thank you,

--
Alan Johnson
Napa, CA

From: Matthew Cook <matthew.j.cook@compass.com>
Sent: Wednesday, March 2, 2022 1:51 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Comment to ATSC Agenda Item 4.1 - The Vine Trail

My name is Matthew Cook, my parents Peter and Debby Magowan, have been landowners on Mills Lane for over 30 years. It has been brought to our attention that the city of St. Helena has asked that Mills lane be considered as a possible route for the Vine Trail through St. Helena. Moreover, it has been reported to us that the route would necessitate the use of private land including ours and our neighbor's, the Molinari family.

I first would like to make sure that all decision makers are aware that the city has in the last 12 months requested 2 other easements on our land- for a 5 ft wide drainage pipe to handle the storm runoff from 29 as well as the additional runoff that is anticipated once the Farmstead Project (Hotel) is completed on the corner of 29 and Mills lane, and for a water treatment pipe to carry water from a reservoir to a treatment facility. As you might imagine, we are not excited about the prospect of being asked for yet another easement. I think a reasonable person would consider this an undue burden to put on one land owner.

As a resident and tax payer in the city, it also seems to me that the best route would be one that a). costs as little as possible to the tax payers, b). negatively impacts as few people as possible, c). drives as much revenue as possible to the local business owners.

The Mills lane route adds over a mile and a half to the Vine Trail, therefore costing approximately $3.0M more to build. It also requires a new trail to be created, rather than using existing streets which adds cost. It also takes potential dollars from local businesses by routing users around the city in such a way that users are far less likely to see, enjoy and spend money in St Helena.

I believe the Church street route makes the most sense as it is much shorter than the MIlls lane route, it keeps users near town but off of Main street, and the only negative impact is that a single block becomes a one way street.

To recap, the Magowans and Molinaris stand firmly against the Mills lane route.

Regards,

Matthew Cook
--

Matthew J. Cook
Realtor, MBA
Manager
MJC Development LLC

DRE#: 01415816
1699 Van Ness Avenue, SF, CA 94109
Office: 415-994-4333

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Vine Trail
Date: Wednesday, March 02, 2022 2:50:46 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
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From: Vivian Robison <vivian.robison@gmail.com>
Sent: Wednesday, March 2, 2022 2:49 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine Trail

I am very much opposed to the Vine Trail being routed into the city limits of St Helena. The Vine Trail would negatively impact residential and business district streets with major traffic congestion, loss of parking, and health and safety hazards. Every single surface street is well traveled and used daily by all demographics on both sides of Main Street. Semi trucks and delivery vans pose enough of a safety hazard for cyclists and pedestrian traffic as it is on our narrow and congested streets. Please do not make matters worse for our busy little town.

Respectfully,
Vivian L Robison
35 Redondo Ct
St Helena CA 94574
vivian.robison@gmail.com
cell #: 707 337-9352

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: Vine trail
Date: Wednesday, March 02, 2022 2:58:25 PM

Preya B. Nixon
Assistant to the City Manager
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From: Charles Crocker <ccrocker@ccapital.us>
Sent: Wednesday, March 2, 2022 2:57 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine trail

I would like to add my request to that of my fellow land owners whose property borders Mills Lane. That is, the city should not choose Mills Lane as a route for the Vine Trail. Mills Lane is a quiet residential and farming section of St Helena, and residents very much want to keep it as such. We believe that there are better routes for the trail which will prove more attractive to both people using the trail and the merchants of St. Helena.

Yours sincerely
Charlie Crocker

From: Preya Nixon
To: Amalia Kulczycki
Subject: FW: [External] Comment ATSC Agenda Item 4.1 - The Vine Trail
Date: Thursday, March 3, 2022 3:03:53 PM

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
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From: susan hallquist <susan_hallquist@yahoo.com>
Sent: Wednesday, March 2, 2022 4:54 PM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Comment ATSC Agenda Item 4.1 - The Vine Trail

To whom it may concern:

I am writing to you as a property owner and citizen of St. Helena. We have lived at 150 Mills Lane for over 30 years.

It is my understanding that we have yet, another request, for the Vine Trail route to cross private properties of Mills Lane. I am completely against this request and suggest you find alternative routes.

Respectfully,

Deborah Magowan

Susan Hallquist
Assistant to Deborah J. Magowan

Active Transportation and Sustainability Committee – Special Meeting 10/21/2020

Agenda Item 6.1

Comments below are specific to
Napa Valley Vine Trail
Crinella subdivision, Segment 3

My family and I live in Segment 3 of the proposed NVVT and I am writing with some serious concerns for the planned bike path which has been drafted to be built within mere feet of my house. My neighbors and I all have lots which face toward the bike trial and therefore we will be directly impacted by whatever traffic this trail will bring.

My main concern is regarding the potential for the NVVT bike path to become a homeless encampment similar to the Santa Rosa 'bike path'. The Santa Rosa 'bike path' has become a permanent homeless encampment plagued by drug use, violence, trash, local break-ins and even a shooting. This has been a problem for 5 years, with local law enforcement unable to move the homeless due to current state laws. I would like to know what the NVVT will do if homeless decide to camp on this bike path?

Referencing the proposed plans, each proposed option has shared routes for pedestrian and bike paths all the way to segment 3, then the path miraculously becomes a 'Low' impact for 'pedestrian conflict' by becoming solely a bike path. Where exactly are the pedestrians going to walk to reach the next section that again accommodates them at Pratt Ave? The train tracks? I foresee pedestrians simply carrying on the same path regardless of the designation, thereby making this a 'high' level potential for conflict or if walking on the tracks a dangerous liability.

Lastly, the lands that segment 3 is designated to be built on are currently unadulterated vineyards with immense pure agricultural beauty. I would like to know what the two 4' fences being proposed will look like as my neighbors and I have houses that have faced these views for many decades and these fences will be built within 20 feet of our back yards and in our direct view. I would strongly urge that they be chosen with a high level of design element (approved by those who will be looking at the fences daily) conducive with the farmyard aesthetic that we in Napa Valley so strongly treasure and not just cheap random industrial variety that would directly impact the beauty of our neighborhood.

Thank you for your consideration.
Sincerely,
Annemarie Ridgway

March 14, 2022

Chuck McMinn
Board President

Shawn Casey-White
Executive Director

Nancy Tennyson
Operations Manager

Marion Johnson
Marketing

Shelly Whitaker
Operations Assistant

NAPA VALLEY VINE TRAIL COALITION
BOARD MEMBER ORGANIZATIONS

LAND INTEREST GROUPS
Napa Valley Vintners (co-founder)
Napa Valley Grapegrowers (co-founder)
Land Trust of Napa County (co-founder)
Napa County Farm Bureau
Winegrowers of Napa County

PUBLIC AGENCIES
Napa Valley Transportation Authority (NVTA)
City of Vallejo/Solano County
NVTA/TAC Public Works Planners
Active Transportation Advisory Committees of Napa County (ATAC)
Napa County Regional Park & Open Space District
California Department of Fish & Wildlife
Napa County Law Enforcement
Napa County Sheriff's Department
City of Napa Police Department
California Highway Patrol
Napa Valley College
Caltrans District 4

ECONOMIC INTEREST GROUPS
Visit Napa Valley
Napa Valley Chambers of Commerce
Calistoga Vitality Group
Cycling Businesses of Napa Valley
North Bay Realtors/Napa Group

ENVIRONMENTAL INTEREST GROUPS
Sierra Club Napa Group
Sustainable Napa County
Friends of the Napa River

CULTURAL & COMMUNITY INTEREST GROUPS
Napa County Bicycle Coalition
Health, Wellness & Medical Coalition
Youth Development/Safety Education
Runners of Napa Valley
Rotary Clubs of Napa Valley
Arts Council Napa Valley

To: Saint Helena Community

From: Chuck McMinn
Napa Valley Vine Trail Coalition

Re: Vine Trail Bike Boulevard option for Church Street

Dear Saint Helena Residents and Business Owners,

The Vine Trail is eager to find a solution to a safe bicycle and pedestrian route completely through Saint Helena. We don't think the "Gap" strategy proposed by the ATSC and Planning Committees during their joint meeting will do that for three reasons:

- It would not be safe enough for a new class of users, and as such we would not see the eightfold increase in trail use that we see in other areas of the County where we have built the Trail.

- It will not provide the easy, convenient alternative to using a car for transportation-oriented trips that is a major goal of the Vine Trail.

- For both these reasons, it will not score well in the ATP grant cycle process because it does not create a continuous safe corridor for bicycles and pedestrians and a greenhouse gas reducing replacement for cars. This would put the entire project application from Yountville to Saint Helena in jeopardy of not being funded at all.

We have also been thinking deeply about the concerns Church Street Residents and the ATSC/Planning Committee had about the Church Street Class IV option. We have developed this alternative that we hope can address these concerns.

Church Street Bike Boulevard. This alternative would leave Church Street configured exactly as it is today but add retractable bollards midway between Hunt and Pope. All the residents on Church Street would have transponders that could be used to retract the bollards and allow their cars to pass, but it would eliminate all through traffic on the street. With the volume so significantly reduced, a Class III Share the Road Bike Boulevard would be safe and score well in an ATP application.

The bollards could also be automatically retracted from dusk to dawn, allowing delivery trucks, garbage trucks, etc. to use the street. Also, during daylight hours Fedex, UPS or other delivery vehicles and emergency vehicles could use the street either by having their own

transponder, using keypads to retract the bollards or simply making a u-turn after their delivery. With the bollards midway between Hunt and Pope, the parking lots at each of the commercial buildings on the street would also be useable as they are today.

We think this alternative addresses many of the questions raised during the public meetings or in letters to the City about the Church Street Class IV alternative summarized here:

What route or alternative street would vehicles use, as your proposal is for a one-way street running south? With the bike boulevard alternative through vehicles and trucks would not use the street during the day but could freely use the street at night. Residents would continue to use the street as they do today.

How do the residents of the 5 homes on the east side of the street get out of our driveways and be able to pull into the driveways when there is a 10ft bike path and curb in the street? In this alternative, residents will pull out as they do now, looking for bicycles, pedestrians and cars but with a ten-fold reduction in the number of cars on the street during daylight hours. Even with the addition of more bikers and walkers on the street the total amount of car, bike and ped traffic will be reduce making driveway exiting easier.

How would garbage trucks service our street? With this alternative, they would continue to use Church Street as they do now, by having a transponder or using the keypad to retract the bollards, or by picking up garbage at night as they do sometimes now.

How would deliveries work as trucks will not be able to double park on a one-way street? As mentioned above, delivery trucks would also either have a transponder, use the keypad or make a u-turn. Also, they could continue to double park as they do now.

How do we access our homes when the street only goes northbound? With this alternative, residents would continue to access their homes as they do now, going either north or southbound. Through traffic would also be able to use the street in both directions at night.

How do you propose to adequately provide security along this Vine Trail section on Church Street? Security and safety on the street will be dramatically better with the decreased amount of traffic on the street. Also, with the increased pedestrian and bike users, there will be more “eyes on the street” than there is now. With 70% of the users being our local residents, they will also have a vested interest in keeping Saint Helena safe and welcoming.

Who will maintain the Vine Trail in our city? The Vine Trail has committed to provide 50% of the maintenance of the Vine Trail. We have already started these payments for the section from Napa to Yountville. We have seen a high level of maintenance in this section, much better than the pieces of the trail in this area that were in place before we began our maintenance support. Also, with reduced vehicle traffic, Church Street will need less road maintenance than now, saving money for the City.

What the impact do trails have on crime and home values? Here is a good overview of several studies that have been done which conclude that trails have no negative effect on crime compared to the surround community and have a moderate positive impact on home values. In this particular case, we would suggest that there will be a more substantially positive impact on home prices on Church Street as it will become a reduced car oasis near the center of town.

How will the grant process work and who will pay for the construction of the Trail through Saint Helena? Here is a summary of the proposed project funding.

The Vine Trail began work to secure easements and conduct early engineering work on this section of the Vine Trail in 2019. A feasibility study was created in 2020 and reviewed with the public at a meeting on August 26, 2020. The study report can be found on our website. An application was submitted to ATP Cycle 5 which did not score well enough for funding due to the missing Saint Helena piece. The project was estimated to cost $16.2M not including this Saint Helena 2-mile section. The County of Napa Board of Supervisors committed $4.2 Million, and the Vine Trail committed $2 Million in support of grant application for $10 Million.

For this next round, including Saint Helena, we think the total project cost would be closer to $20 Million, with the Vine Trail committing $3 Million, increasing the grant size to $13 Million, maintaining the County's $4.2 Million commitment and securing a commitment from the City of Saint Helena for $300,000 to $500,000, similar to the amount that Saint Helena is contributing to the Saint Helena to Calistoga Vine Trail project for the 0.8 miles that are in the City limits. With a contiguous, safe route, we will have a much better chance of securing a grant in this round.

What are the Benefits of the Vine Trail Project? The wide participation of the 28 organizations on our board reflects the many benefits they see from completing the Vine Trail including:

- **Increasing economic activity.** As the chart below shows, when completed, the Vine Trail is forecast to generate over $165 Million in increased economic activity in Napa County ***each year*** mostly from the 30% of users that are tourists for the one-time $60 million investment to complete it.

	Tourists	Locals
Annual Uses[1]	1.5 Million	1.5 Million
Average spending[2]	$100	$10
Amount Spent	$150 Million	$15 Million
Total	$165 Million/year	

[1] Greenway Feasibility Study, NCTPA, 2009

[2] Great Alleghany Passage Economic Impact Study, 2009 ($98 Tourist/day, $13 Local/day)
Bicycling in Quebec, 2005 ($83 Tourist/day)
A Case Study of the North Carolina Northern Outer Banks Trail, 2004 ($88/Tourist)
Every Mile Counts: An Analysis of the 2008 Trail User Surveys, State of NY, 2010 ($202/Tourist, 5.19/local)
The Economic Significance of Bicycle-Related Travel in Oregon, 2012 ($148/Tourist/day)

  Additionally, the profile of the typical biking/adventure tourist is college educated, over $100,000 in family income, stays for several days and tends to visit Napa Valley during the off-peak times of the year when the weather is cooler (and when we need to drive additional visits to the Valley).

- **Removing traffic from our roads**. The 12.5 miles of the Vine Trail that are complete today between Napa and Yountville are seeing 500,000 uses per year, removing over 600 cars a day from our stressed highways. We expect a similar reduction in the proposed section.

- **Increasing safety.** The accident rate on separated trails is over 10 times less than the accident rate for pedestrians and bicyclists on roads.

- **Opening active transportation to a whole new class of users.** We have seen a 8-fold increase in the users of the Vine Trail between Napa and Yountville over the bike lane use along Solano Avenue before the Vine Trail was completed. Also, when surveyed less than 5% of people say they are willing to ride in bike lanes along roadways, whereas 60% or more say they would consider using dedicated trails.

- **Improving the health of our community.** Over 60% of adults and 40% of our children in the county are overweight or obese and in need of the free, widely available exercise alternative that the Vine Trail provides.

- **3:1 leverage on donations.** The Vine Trail project has been successful in securing $3 in local, state and federal grants for every $1 of donations we pledge as local matching funds.

The Vine Trail is happy to discuss this with the citizens of Saint Helena. This option was created in response to the outreach that we and the City have done and we want to circulate it for comments as quickly as possible in order to encourage a robust discussion of the options at the City Council meeting on March 22nd. We think this is a win-win-win for the residents of Church Street, the City of Saint Helena and the Vine Trail.

Please let Shawn and I know your thoughts.

Sincerely,

Chuck McMinn
President & Chair
Napa Valley Vine Trail Coalition

cc: Shawn Casey White, Vine Trail Executive Director
Graham Wadsworth, County of Napa
Preya Nixon, Saint Helena City Staff

Cindy Tzafopoulos

From: Andrew Brooks <andrew.h.brooks@gmail.com>
Sent: Wednesday, March 16, 2022 12:58 PM
To: Public Comment
Subject: [External] COMMENT TO COUNCIL, 03/22/22, Vine Trail Alignment

Dear Councilmembers,

I am writing to express my support for the Church Street alignments of the Vine Trail through St. Helena. Given the feedback of the community, City goals, and benefits for people who walk and ride bikes as a way to get around, the Church Street alignments will do the most good for the most people and ensure that the trail can be used as a means of transportation, not just recreation, which will help reduce greenhouse gas emissions at this critical time.

Thank you for your consideration.

-Andrew Brooks

Cindy Tzafopoulos

From: Charles T. Sheldon <csheldon@wfbm.com>
Sent: Tuesday, March 15, 2022 4:34 PM
To: Public Comment; CityCouncil
Subject: [External] Vine Trail in St. Helena -- Church Street proposals

City of St. Helena Decision-Makers:

I write to convey my family's positions about the routing of the bicycle/pedestrian Vine Trail in St. Helena by way of Church Street, between Pope and Hunt Streets. My wife Ingrid and I have owned 1160 Church Street since 2001, and have deep roots on the street. Although we no longer live at 1160 Church Street (our small home is a permitted short-term rental property), we visit it often for maintenance purposes, and maintain relationships with our Church Street neighbors.

Since last Fall, the Vine Trail has been in contact with various Church Street residents to discuss options for routing a continuation of the Vine Trail through St. Helena. We understand that a few other St. Helena route alternatives have been considered but discarded by the Vine Trail, in favor of a route down Church Street between Pope and Hunt. Since we are not full-time Church Street residents, we defer to the wishes of our neighbors who spend all their time on the little street, but we do understand that none the Vine Trail's proposals for the Church Street portion of the Trail have met with Church Street resident approval for a variety of good reasons. Most of Church Street's residents support reducing the vehicle load on our little street by those who use it as a bypass around busy Main Street, and by Safeway, whose delivery trucks use the street for access (which we believe is in violation of already established Church Street use rules). Most residents believe having the Vine Trail in St. Helena is of benefit to the community. However, the method by which the Vine Trail can be brought through St. Helena, and the method by which traffic is reduced on our block of Church Street, both need further consideration.

Other Church Street residents can inform you of the specifics of their issues with the Vine Trail's proposals for Church Street, but in general, we understand that their objections to the proposals relate to driveway access, service vehicle access, and congestion that will be caused by narrowing an already narrow little street even more. We share these concerns, and ***will not*** support any Vine Trail proposal that involves narrowing the street with middle of-the-street curbs added to separate new one-way car traffic from Vine Trail foot and bicycle traffic. This major change to Church Street between Pope and Hunt seems overly burdensome, and unnecessary in light of other possible routes.

However, earlier this week, the Vine Trail floated another proposal for Church Street – one which would ***not*** involve narrowing the street and establishing major mixed-use changes, but would instead involve the installation of retractable traffic bollards (controlled by a key pad and electronic fobs) that would restrict access to Church Street to its residents and their service providers (as well as other sometimes necessary emergency service vehicles). After a call today with the Vine Trail and various Church Street neighbors who would be impacted by this restriction, we believe ***we COULD*** support this newly proposed "bollard" alternative for Church Street, but all the residents would like more time to consider the actual details of the Vine Trail's new bollard proposal – where they will be placed, how they will work, etc. – before we can fully support this new alternative. The Vine Trail representatives have told us they will work with us to ensure the design and operation of the bollards will meet with resident approval, and we want to believe them, but also want to ensure that all of our issues will be addressed during the design and construction process in exchange for our support for the project in this planning phase.

Finally, it would be relatively simple for me, as a practicing litigator, to file suit to stop any Vine Trail project that does not meet with Church Street resident approval, but we would all prefer to work with them and the City to create the best St. Helena Vine Trail project for all involved – particularly for those of us who live on and/or own property on, a small part of the proposed Vine Trail route.

We ask you all to consider the Church Street residents' wishes while considering the Vine Trail's request/proposal.

-chuck sheldon

Charles T. Sheldon – Partner of the Martindale-Hubbell AV PREEMINENT Peer Rated for Highest Level of Professional Excellence 2022

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Cindy Tzafopoulos

From: Jacqueline Hilger-Rolfe <jhilger1@me.com>
Sent: Tuesday, March 15, 2022 1:32 PM
To: Public Comment
Subject: [External] Church street Vine Trail new option

Hello City Council and our Town;

I am an owner and live on Church street and was presented a new option of using retractable bollards for the Vine Trail. Up to now, we were opposed to the Vine Trail on Church, however after thoughtful consideration, my husband I are very supportive of this new option. With this option, it meets our primary concern of safety, as it will eliminate speeding traffic, reduce emissions, provides a safe area for pedestrians, bike riders, and dog walking, and owners while providing our community vine trail access.

In an ideal situation, we would like 2 sets of bollards on each end of the street before the businesses driveways so that cars are not idling or making u turns in front of our homes. With two sets of bollards, cars can use the businesses driveways on both Hunt and Pope to turn around in if needed. 2 sets of bollards would further eliminate traffic on Church providing an even safer area.

If this is done, we would want the city to put measures in place to prevent increased speeding and Safeway and delivery trucks use on Edwards street. The delivery trucks should be pushed onto Hunt,Adams, and Railroad not a residential street.

We look forward to further discussion about design, but we do support this “new“ option on Church street for the Vine Trail.

Thank you for your consideration.

Sincerely,

Dr. Jacqueline Hilger-Rolfe and Dr. Mark Rolfe

The Honorable Geoff Ellsworth
The Honorable Paul Dohring
The Honorable Anna Chouteau
The Honorable Lester Hardy
The Honorable Eric Hall
St. Helena City Council
1572 Railroad Avenue
St. Helena, CA 94574

March 17, 2022

Dear Members of the City Council:

We are writing in support of the City adopting a Vine Trail route through St. Helena. My wife and I have lived in St. Helena since 1984 and we have seen the City go through many changes. Some great, some not so great. We raised our two children here and have lived in the same house since 1985. We love St. Helena.

We understand the infrastructure and other challenges facing us all as well as the economic hole that we have gotten ourselves in but view the opportunity to have the Vine Trail go through St. Helena as something that we should take advantage of for the future. It would increase visitation to our struggling Main Street while getting those visitors out of their cars.

We believe that it would not only provide economic improvement for our City but finally provide a safe way to travel by bike from Yountville to St. Helena. As someone who had to visit tragic scenes of bike/car collisions and meet with families of those killed in those collisions though my years in the District Attorney's office I believe that we must find a way to do this. No price can be put on the life of a loved one. The reality is that people will continue to ride bikes on those unsafe routes to get up and down the valley.

We also believe that families and those who can't afford any other transportation up and down the valley would benefit from the Vine Trail extension.

We welcome any route that enables us to do this!

We know that there are those that think that we can do this with the Vine Trail stopping at Mitchell from the South and Adams from the North, the "Gap" idea. I salute and thank Jeff Farmer for his creative attempt to find a way. I wish that Mr. Farmer was correct. However, the person who will be writing the grant for funds to build the extension, and who has the prior experience with ATP, believes that the adoption of that "route" will result in denial of the grant application. No grant, no funds, no Vine Trail from Yountville to St. Helena. We must have a route through the City.

Finally, we want to thank and acknowledge all of the difficult work done by the Vine Trail Coalition and your staff. You have a difficult decision ahead of you and we wish you well.

Very Truly,

Lee and Suzanne Philipson

Cindy Tzafopoulos

From: Pat Kenealy <pkenealy1@yahoo.com>
Sent: Tuesday, March 8, 2022 12:28 PM
To: Public Comment
Subject: [External] Vine Trail options

Saint Helena faces many urgent problems that merit fast analysis and fast action by the City Council.

The routing of the Vine Trail through town is a complex issue but a secondary one. Please do not rush to judgement.

In the face of widespread Saint Helena support for the IDEA of the Vine Trail and seemingly widespread apprehension from Saint Helena residents about the ROUTE of the trail, I urge the City Council to ask the Vine Trail promoters to "go back to the drawing board" and bring Saint Helena some better options. This is a problem we CAN defer, and probably should.

Pat Kenealy

Cindy Tzafopoulos

From: Kamille Garcia
Sent: Wednesday, March 16, 2022 4:21 PM
To: Cindy Tzafopoulos
Subject: FW: Vine trail

-----Original Message-----
From: Susan Larsen <susan@antiochbuilding.com>
Sent: Sunday, March 6, 2022 10:16 AM
To: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine trail

Church street is already very tight. The parking on our side of town has gotten difficult and with the increased density the city is forcing on our neighborhood it will only increase. I wonder why our city officials think more about people coming to our city than about improving the quality of life of the residents. ? Making a walking/biking trail to downtown would benefit the neighbors that might walk to dinner or go shopping if they had a walkway. If bikers are going by at high speeds and not stopping, how does that benefit our town? It also would be dangerous for walkers and children that would like to use the trail. An area of slow speed or walking bikes would encourage bikers to stop and enjoy our downtown and spend money with our local struggling merchants. And it would connect residents to their downtown. This is an opportunity to greatly enhance the livability of our city. Please use it wisely.

Respectfully
Susan larsen

Sent from my iPhone

Cindy Tzafopoulos

From: Terra Smith-Sampson <terramariesmith@gmail.com>
Sent: Saturday, March 12, 2022 8:27 AM
To: Public Comment
Subject: [External] Comment to City Council - Vine Trail Alignment

Dear City Council,

Thank you in advance for your consideration of Vine Trail alignment options. I am very excited to have the Vine Trail in St. Helena and look forward to using it for safely traveling throughout the valley on bike. As a member of the St. Helena Active Transportation and Sustainability Committee, I have already had the opportunity to voice my perspective. However, I wanted to follow up with a written public comment.

I want to start off by stating my strong support for the Vine Trail. It will be important to select a route that brings the most benefit and least amount of conflict, which is no small feat as is clear from the broad spectrum of public comments.

I wanted to propose a slight variation on the routes for your consideration:
-I suggest bringing the bike path to Spring Street* and installing a lighted crosswalk to turn east towards the bike shop
-Then using the 3 parking spaces in front of 1200 Main Street** as a short segment of bike path
-Which would connect with the 9 ft wide alleyway between 1200 and 1210 Main Street
-This would then connect with the railroad area behind the Main Street buildings where the back street is wider
-The bike path would need to be a Class III shared route for the short segment within the parking lot with bikes yielding to delivery trucks
-The bike route could then continue north of Hunt Avenue as proposed in the Church Street route
Please see the highlights in the image below. I believe this back parking lot was considered early in the study, but discontinued because of how narrow the parking lot is towards the south end. Entering the parking lot from the alleyway would hopefully alleviate this, as the parking lot is much wider toward the north end.

10:47 AM Sat Feb 26

S



2

*The sidewalk from Mitchell Drive to Spring Street along Main Street has at least 9 ft wide of existing usable path space (meeting the 8ft minimum width), except for one spot in between a utility box and the stop light pole that is 6 ft wide, which could be accommodated for.
**1200 Main Street has a realtor office, insurance agency, and clothing shop

If it would come down to having a 'gap' in the Vine Trail within St. Helena, I would like to express my strong recommendation that Council still identify a route for installing a Class III shared bike route between the two terminuses. If there is a Class III section (rather than the preferred Class I and IV classifications), I would still like to see safety features along this section such as improved crossings, street quality, striping/painting, and signage for cyclist safety and easy navigation.

During the ATSC/PRC meeting, I was concerned to hear that if St. Helena cannot pick a route, then it may put the **whole section from Yountville to St. Helena** in jeopardy of not receiving grant funding (if I understood this comment correctly). Please do not let this great opportunity for a healthy, safe alternative transportation option pass us by.

Thank you for your time and attention.
Terra Sampson
St. Helena, CA

Cindy Tzafopoulos

From: Thomas Pickering <bigpickill@me.com>
Sent: Wednesday, March 16, 2022 12:54 PM
To: Public Comment
Subject: [External] The Vine Trail Decision

Dear Councilmembers,

I am writing to express my support for the Church Street alignments of the Vine Trail through St. Helena. Given the feedback of the community, City goals, and benefits for people who walk and ride bikes as a way to get around, the Church Street alignments will do the most good for the most people and ensure that the trail can be used as a means of transportation, not just recreation, which will help reduce greenhouse gas emissions at this critical time.

Thank you for your consideration.

Tom Pickering
11 La Cuesta Ct
Saint Helena, CA 94574

Cindy Tzafopoulos

From: Mike Nieman <mike@niemansmotorcyclerentals.com>
Sent: Friday, March 18, 2022 1:05 PM
To: Public Comment; Preya Nixon
Subject: [External] No Vine Trail one Church Street

Dear Council Members & St. Helena Citizens,

My name is Mike Nieman, 1127 Church Street. I am writing to oppose the Church Street option for the Vine Trail.
I have owned my business on Main Street, Nieman's Auto - now Motorcycle Rentals, for 40 years.
I began renting my home on Church Street in 1993. When I got the opportunity to buy, I was so happy! Besides being close to my shop, I love living on Church Street. (The wine train wasn't operating yet) It was heaven.

I am concerned that this bike trail is being shoved at us in a rush, just to possibly get a grant.
Does the Vine Trail go through the town of Yountville? No. Why must it go through St. Helena to get a grant?

Similar to Picasso, this will bring more tourists and strangers to our little street.
Please remember, our daily lives will be changed forever.

Thank you,
Mike Nieman

Chuck McMinn
President

Joe Keebler
Vice President

Kimberly Meredith
Secretary

Laura Stark
Treasurer

NAPA VALLEY VINE TRAIL COALITION

CO-FOUNDERS
Napa Valley Vintners
Napa Valley Grapegrowers
Land Trust of Napa County

LAND INTEREST GROUPS
Napa County Farm Bureau
Winegrowers of Napa County

PUBLIC AGENCIES
Napa Valley Transportation Authority (NVTA)
City of Vallejo/Solano County
NVTA/TAC Public Works Planners
Active Transportation Advisory Committees of Napa County (ATAC)
Napa County Regional Park & Open Space District
California Department of Fish & Wildlife
Napa County Law Enforcement
Napa County Sheriff's Department
City of Napa Police Department
California Highway Patrol
Napa Valley College
Caltrans District 4

ECONOMIC INTEREST GROUPS
Visit Napa Valley
Napa Valley Chambers of Commerce
Calistoga Vitality Group
Cycling Businesses of Napa Valley
North Bay Realtors/Napa Group

ENVIRONMENTAL INTEREST GROUPS
Sierra Club Napa Group
Sustainable Napa County
Friends of the Napa River

CULTURAL & COMMUNITY INTEREST GROUPS
Napa County Bicycle Coalition
Health, Wellness & Medical Coalition
Youth Development/Safety Education
Runners of Napa Valley
Rotary Clubs of Napa Valley
Arts Council Napa Valley

STAFF LEADS
Shawn Casey-White
Executive Director

Nancy Tennyson
Operations Manager

March 18, 2022

To: Saint Helena City Council

From: Chuck McMinn
Napa Valley Vine Trail Coalition

Re: Vine Trail Bike Route via a Bike Boulevard on Church Street

Dear Saint Helena City Council

We have read the staff report for the March 22, 2022 City Council discussion on the route of the Vine Trail in Saint Helena (Item 12.1). We note that staff did not offer a sample resolution. A strong, specific resolution is important for the Council to pass and we are pleased to offer the following as the proposed resolution:

The Saint Helena City Council adopts the following Vine Trail Route through Saint Helena:

- A Class 1 route from the Southern City Limits along Main Street/Highway 29 to Pope Street.
- A Class 1 route crossing Main Street at Pope Street and continuing to Church Street.
- A Bike Boulevard (enhanced Class 3 with traffic calming) along Church Street from Pope Street to Hunt Street. The Traffic calming design will prioritize bicycle and pedestrian travel, reduce traffic speeds to 20 mph or less and reduce traffic volumes on the street to below 1,500 vehicles per day as recommended by NATCO guidelines for Bike Boulevards.
- A Class 1 route from Hunt to Adams along Railroad Avenue next to the Wine Train tracks.
- A Class 1 route from Adams to Pratt on the Wine Train ROW.
- A Class 1 route on Pratt to Main Street to connect to the Saint Helena to Calistoga route.

This recommendation is in line with the generally positive feedback we have received for a Bicycle Boulevard on Church Street but leaves open the actual design details for how we will achieve the traffic calming goals which was requested by Church Street residents and City Staff.

We also recommend that the City Council involve Church Street residents as part of the design committee that looks at traffic calming alternatives for Church Street.

Bicycle Boulevard speed and volume goals backup information:

- Natco Urban Bikeway Design Guidelines (Volumes): On roadways with shared travel lanes such as bicycle boulevards, motor vehicle traffic volumes significantly impact bicyclist comfort. Higher vehicle volumes decrease comfort and may lead to a greater potential for conflicts, as well as a loss of perceived safety. Bicycle boulevards should be designed for motor vehicle volumes under 1,500 vehicles per day (vpd), with up to 3,000 vpd allowed in limited sections of a bicycle boulevard corridor.
- Natco Urban Bikeway Design Guidelines (Speed): Streets developed as bicycle boulevards should have 85th percentile speeds at 25 mph or less (20 mph preferred).

As stated in our previous letters, the Vine Trail is eager to find a solution to a safe bicycle and pedestrian route completely through Saint Helena. Our proposed resolution accomplishes this. Any route that does not describe a clear, safe well-defined path will not serve the community well since:

- It would not be safe enough for a new class of users, and as such we would not see the eightfold increase in trail use that we see in other areas of the County where we have built the Trail.

- It will not provide the easy, convenient alternative to using a car for transportation-oriented trips by the 70% of users who will be locals, a major goal of the Vine Trail.

- For both these reasons, it will not score well in the ATP grant cycle process because it would not create a continuous safe corridor for bicycles and pedestrians and a greenhouse gas reducing replacement for cars. This would put the entire project application from Yountville to Saint Helena in jeopardy of not being funded at all.

We also want to make clear that the joint meeting of the ATSC and Parks Commission did not make a clear, well defined route recommendation to the City Council which would meet the above criteria.

Our proposed strong statement of support for a well-defined, contiguous route that sets clear goals for safety while reserving design considerations for the appropriate time once the grant is secured will serve the City of Saint Helena and its residents and businesses well.

Sincerely,

Chuck McMinn
President & Chair
Napa Valley Vine Trail Coalition

cc: Shawn Casey White, Vine Trail Executive Director
Jim McCann, Saint Helena City Manger
Preya Nixon, Saint Helena City Staff

Cindy Tzafopoulos

From: Jodie Nieman <jodie@jodiesdesign.com>
Sent: Friday, March 18, 2022 12:43 PM
To: Public Comment; Preya Nixon
Subject: [External] No Vine Trail on Church Street

Hello All,

My name is Jodie Nieman, 1127 Church Street. I am writing in Opposition to the Church Street option for the Vine Trail. Citing all of the reasons mentioned by my neighbors Deacon & Leslie Wightman and Chris & Lauren Blanchard. Mainly for me, a class 1 public bike trail should not go through a residential area. We haven't been provided any studies or statistics on this issue.

We enjoy our privacy. Daytime is busy on our street, but in the evening it slows down & can be very quiet. With forced additional public access, bringing more people on foot, on bicycles, on skateboards, on electric bikes, on scooters, and on & on. I'm afraid we won't have much privacy or quiet evenings any more.

Thank you for listening,
Jodie Nieman

Jodie Nieman
Jodie's Design
1132 Main Street
St. Helena, CA 94574
707-967-8630
c-707-287-3129
www.jodiesdesign.com

Cindy Tzafopoulos

From: Philip Norfleet <philipnorfleet@yahoo.com>
Sent: Friday, March 18, 2022 3:20 PM
To: Public Comment; CityCouncil
Cc: Chuck McMinn; Carol Norfleet
Subject: [External] Vine Trail

To the City Council:

Please consider this a letter of support for the passage of the resolution proposed by Mr. Chuck McMinn as detailed below:

The Saint Helena City Council adopts the following Vine Trail Route through Saint Helena:
• A Class 1 route from the Southern City Limits along Main Street/Highway 29 to Pope Street.
• A Class 1 route crossing Main Street at Pope Street and continuing to Church Street.
• A Bike Boulevard (enhanced Class 3 with traffic calming) along Church Street from Pope Street to Hunt Street. The Traffic calming design will prioritize bicycle and pedestrian travel, reduce traffic speeds to 20 mph or less and reduce traffic volumes on the street to below 1,500 vehicles per day as recommended by NATCO guidelines for Bike Boulevards.
• A Class 1 route from Hunt to Adams along Railroad Avenue next to the Wine Train tracks.
• A Class 1 route from Adams to Pratt on the Wine Train ROW.
• A Class 1 route on Pratt to Main Street to connect to the Saint Helena to Calistoga route.

Thank you for your consideration.

Respectfully submitted,
Philip Norfleet

Cindy Tzafopoulos

From: James King <jim@jpkingadvisors.com>
Sent: Friday, March 18, 2022 4:29 PM
To: Public Comment
Cc: Chuck McMinn
Subject: [External] Vine Trial Resolution

Dear City of St. Helena Officials,
We wish to lend our support and encourage you to adopt the recommendations of the Vine Trail Coalition (VTC) in the Memorandum of March 18,2022 regarding a Bike Route via a Bike Boulevard on Church Street.
The VTC has researched and laid out a thoughtful proposal that addresses the needs of the community and potential users. We sincerely hope this project, years in the design and formulation, can finally move forward.
Thank you for your consideration.
Jim and Lili King
Yountville residents
Sent from my iPad

Cindy Tzafopoulos

From: Clare Barr <clarekb@comcast.net>
Sent: Saturday, March 19, 2022 3:42 PM
To: Public Comment
Subject: [External] Public comment for City Council meeting-Vine Trail

Dear City Council,

We are writing to show our support of the Vine Trail. Reducing car trips and encouraging walking and cycling will bring multiple benefits to our city and valley.

Thank you,
Clare and Doug Barr

Cindy Tzafopoulos

From: Colleen Buckley-Reynolds <cbmarcom@aol.com>
Sent: Monday, March 21, 2022 8:51 AM
To: Public Comment
Subject: [External] Vine Trail Bike Route via a Bike Boulevard on Church Street

To Whom It May Concern,

I strongly support the Vine Trail Bike Route though St. Helena as outlined in the March 18 letter to the St. Helena City Council from Chuck McMinn, President.

This is a thoughtful, reasonable, and much-needed route.

Please support this excellent design and civic enhancement.

Colleen Buckley

Colleen Buckley
colleen@reynolds-buckley.com
415-317-1261
1415 Hudson Avenue
St. Helena, CA 94574

Cindy Tzafopoulos

From: Dan Lynch <dan@lynch.com>
Sent: Friday, March 18, 2022 7:12 PM
To: Public Comment
Subject: [External] Vine trail

I heartily support the recent proposal that uses Church Street with care for the residents.

Dan Lynch
1532 Oak Ave

Cell 650-776-7313

Cindy Tzafopoulos

From: Garen Staglin <garen.staglin@staglinfamily.com>
Sent: Saturday, March 19, 2022 5:30 PM
To: Public Comment; CityCouncil
Subject: [External] Support for Vine Trail through Saint Helena
Attachments: Church Street Bike Boulevard Recommended Action Signed.pdf

To member of the St. Helena City Council:

My wife, Shari and I have been property owners and residents of the Napa Valley since 1985. Our properties are located in Rutherford. Our involvement in the community however, is county wide in support of many non-profits and efforts that merit our support. The Vine Trail is certainly one of them.

The Vine Trail has made incredible progress since its inception but to get the full value to the economy of the Napa Valley, and the to the City of St. Helena, it must offer the trail access from Napa to Calistoga. The proposed resolution for the Church Street Bike Boulevard will be another important step in this effort.

We offer our clear support for this effort and encourage you to vote YES on the proposed resolution.

Sincerely, Garen and Shari Staglin

Garen K. Staglin
P. O. Box 680 (regular mail)
1570 Bella Oaks Lane (FedEx or UPS)
Rutherford, CA 94573
(Office): 707 963 1749
(Cell): 707 280 5374
linkedin.com/in/staglin68
www.staglinfamily.com
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Cindy Tzafopoulos

From: Kimberly Phinney <kimbophinney@gmail.com>
Sent: Monday, March 21, 2022 5:35 AM
To: James McCann; Cindy Tzafopoulos; Geoff Ellsworth; Paul Dohring; Anna Chouteau; Eric Hall; Lester Hardy
Cc: Preya Nixon
Subject: [External] The Vine Trail

Monday, March 21, 2022

Dear Mayor, City Council Members, Assistant to the City Manager, Interim City Manager and City Clerk,

"However, as noted above, the City strives through its General Plan to achieve a balance between benefits to the local economy and maintaining the character of the City. The City seeks to achieve this balance by promoting “sustainable tourist practices that allow the City to enjoy the economic benefits of visitors to the region while maintaining the authentic small town quality of life, (General Plan p. 3-9) and striving to achieve a local economy that “will meet the basic needs of residents, while balancing the benefits and impacts of visitors.” (General Plan p. 1-15.) Bringing more visitors into residential neighborhoods to improve the local economy does not help to achieve that balance. It instead tips the scales in favor of the local economy, at the expense of the residential character of these neighborhoods.”

The Vine Trail is NO DIFFERENT than Pacaso in our neighborhoods according to your staff report above on the Pacasco item on tomorrow’s City Council Agenda and our quoted General Plan.

Please be consistent when tackling new projects in our town that seriously impact our residents and projects that we currently cannot afford. (Did Pacaso ever ask for money to support it’s projects?) Let’s not be bullied into saying yes to the Vine Trail through town, versus the GAP option, because of grant funding for a stretch that doesn’t include the 94574 and does not yet have full approval from the residents/businesses that are going to be impacted by the Vine Trail in a negative way.

My previous letter, included below, identifies more of my concerns. Thank you for your time.

Ciao,

Kim Phinney

> On Feb 24, 2022, at 8:10 AM, Kimberly Phinney <kimbophinney@gmail.com> wrote:
>
> February 24, 2022
>
> Dear City Council Members Ellsworth, Dohring, Hall, Hardy and Chouteau, City Clerk Tzafopoulos, Assistant to the City Manager Nixon, and Interim City Manager McCann,
>
> I hope this finds you all well.

This letter is regarding the proposed arrival of The Vine Trail in St. Helena. Preya, thank you for your time and effort on this project working with Chuck McMinn and The Vine Trail crew.

Having attended a community forum and viewed the recorded Zoom meeting, I write to you expressing my disapproval of welcoming The Vine Trail into St. Helena at this time for the following reasons:

1. Our disregard for an already established 'bike lane' on North Crane. This fell into disrepair almost as fast as it took to paint and has yet to be swept, let alone repainted and repaired after many, many, years. I see this as an indication of how we will treat future projects of the cycling nature in town. I also have to state the obvious, the time effort, energy and resources that went into this space (and it is tiny) and it's complete neglect, is disgraceful. What a waste.

2. The traffic impact of removing parking, changing to one-way streets, bike barriered lanes, proximity to schools, homes, and businesses, will be devastating, dangerous, and impractical given the demand on all of the four proposed routes.

3. The safety issue that is constantly spoken about and paramount to the The Vine Trails success cannot be achieved with any of the four scenarios.

4. We need a new project with proposed costs like a hole in the head. For decades, our ten parks and other open spaces have fallen in such poor condition, adding a new burden of finance, and maintenance. Our adding more open space use, seems laughable, irresponsible, and unprofessional.

5. The current condition of our streets and sidewalks needing to be repaired, replaced, and maintained should come first and with a high priority. Completing projects in order, while not creating new ones, can prove to yourself and your constituents that you are capable of maintaining said spaces.

6. The impact of any one of the proposed trails on residents and businesses will be irreparable. Not only could this be dangerous, but costly, and without a solid, well supported plan. By supported I mean more than the five of you voting and including the community you are impacting. A leap of faith cannot work with this proposal.

7. Lastly, when considering another reason to vote no at this time, the Vine Trail in its current standing, has yet to enter a city and go through the residential and business districts like it is proposal for St. Helena. We should not be the test dummy given the potential and obvious negative impacts.

I think the best way to get a feel for St. Helena being ready financially, structurally, morally, and as a community, would be to have the trail end at the south of town (around the high school area and before neighborhood and concentrated businesses begin) and pick up again north of town, about Pratt Avenue (again after the concentration of residential neighborhoods and businesses). This scenario is the "GAP" option being discussed among community members. With this "GAP" option, the use of our town as a bike friendly city, the impact both successful for safety and overall use, would be monitored before you dive all the way in without being prepared.

I urge you not to move forward with any of the four plans proposed at the community meetings or on the survey (too bad there wasn't a no vine trail option on the survey) and go with the GAP scenario mentioned above. I strongly support not approving any of the proposed four scenarios of The Vine Trail through St. Helena at this time and hope you do as well.

Thank you for your time and consideration.

Ciao,

Kim Phinney

March 20, 2022

To: Mayor Geoff Ellsworth, Vice-Mayor Paul Dohring, City Council members Lester Hardy, Anna Chouteau and Eric Hall

I have followed the discussions regarding the Vine Trail when published in the St. Helena Star. I don't ride a bicycle and never will. Consequently, the discussions did not interest me a great deal. However, when it came down to the actual plans being presented, I discovered that I found every single one unacceptable. They are disruptive to residents, businesses, visitors and the general atmosphere in our city.

However, I recently was made aware of a plan that makes total sense. It is not one of the plans presented as the final choice but it should be. The plan would keep cyclists out of the middle of town, away from narrow streets that are even now barely functional, and instead route the cyclists past some beautiful vineyards, Crane park and some residential areas. This route would be Sulfur Springs west to South Crane north, continuing on to Valley View until it ends at Spring. An easterly turn to Allyn Avenue and on northerly to Madrona and back out to Highway 29. This route could also use Hudson Avenue rather than Allyn. The striping has already been done on much of that route and money budgeted for street repairs on South Crane. Why should the city spend more money to develop a far less desirable route for a bicycle trail that will serve a minority of our population? A recent survey questioned school children or more accurately questioned their parents about them using a bicycle trail to school. I don't have that survey in front of me but I remember that very, very, few children would use the recreational bicycle trail to get to school.

Please make a wise decision for our city and make it without pressure from the organizers of the Vine Trail. Thank you.

Priscilla (Pat) Dell

25 San Juan Court, St. Helena, CA. 94575

Cindy Tzafopoulos

From: Rick Jones <rick@joneswine.com>
Sent: Saturday, March 19, 2022 11:25 AM
To: CityCouncil; Public Comment
Cc: Chuck McMinn; Shawn Casey-White
Subject: [External] Vine Trail Route through St Helena

This letter is in support of the Vine Trail proposal to create a dedicated safe bike and walking path through the City of St Helena.
We believe that the Vine Trail is important to the City of St Helena because it will enhance the safety and attractiveness of alternatives to automobile traffic within the city limits.
It will also have a positive economic impact on all businesses within the city.
The current proposal by the Vine Trail should be adopted as they have suggested.

The Saint Helena City Council adopts the following Vine Trail Route through Saint Helena:
• A Class 1 route from the Southern City Limits along Main Street/Highway 29 to Pope Street.
• A Class 1 route crossing Main Street at Pope Street and continuing to Church Street.
• A Bike Boulevard (enhanced Class 3 with traffic calming) along Church Street from Pope Street to Hunt Street. The Traffic calming design will prioritize bicycle and pedestrian travel, reduce traffic speeds to 20 mph or less and reduce traffic volumes on the street to below 1,500 vehicles per day as recommended by NATCO guidelines for Bike Boulevards.
• A Class 1 route from Hunt to Adams along Railroad Avenue next to the Wine Train tracks.
• A Class 1 route from Adams to Pratt on the Wine Train ROW.
• A Class 1 route on Pratt to Main Street to connect to the Saint Helena to Calistoga route.

Thank you.

Rick and Elaine Jones

Cindy Tzafopoulos

From: David Meyers <tassiedave@att.net>
Sent: Monday, March 21, 2022 12:10 PM
To: CityCouncil
Cc: Public Comment
Subject: [External] Agenda item 12.1, Vine Trail route through City of St. Helena

Dear Council Members: In your consideration of a suitable route for the Vine Trail through St. Helena, I respectfully urge you to adopt the proposed Resolution presented to you for your consideration in the recent letter from the Vine Trail dated 3/18/22.

It appears evident from that letter that the Vine Trail and its consultants have thoroughly investigated the possible routes for a convenient and safe pedestrian and bicycle path through the City. I believe that its' proposed Resolution sets forth the most carefully considered, safest, and most user-friendly route possible.

Having been an avid cyclist for 40 years and having many times negotiated the challenges of bicycling through St. Helena, I strongly support the many public safety and convenience benefits the route set forth in the Vine Trail Resolution will bring. Thank you. Dave Meyers

Sent from my iPhone

COMMENT TO THE COUNCIL

Subject: Vine Trail Alignment

Members of the Council,

My name is David Wight, and I am one of the owners of the stone building located at 1204-1216 Church St. in Saint Helena. I am writing in reaction to the proposal to use Church Street as a part of the Vine Trail bike path in Saint Helena.

While I have no solid objection to the bike path coming through town, and actually see some benefit to it, I am concerned that the proposal seems to have taken on a fast-paced life of its own, without due regard for the people affected, residents, property owners, and tenants alike.

The particular concerns that come to mind for our building are unhindered access to and continuous business use of the parking lot north of the building, one that our partnership owns and maintains for employee parking and deliveries to our tenants. Also, maintenance of this space is currently relatively minimal, but I can envision otherwise.

While I am hopeful that our issues can be addressed, I would appreciate further consideration of the specifics of the proposal, including consultation with business owners and residents, followed by the inclusion in any proposal presented to the Council of specific plans for addressing our concerns.

At this point, the process seems rushed considering the importance of the decision. Without adequate planning, this proposal has the potential of becoming a problem for many of those concerned in the Church Street neighborhood.

Thank you, in advance, for your consideration.

David Wight

1951 Olive Avenue
St. Helena, CA 94574

Cindy Tzafopoulos

From: Fritz Hatton <fritz@ariettawine.com>
Sent: Monday, March 21, 2022 1:26 PM
To: Public Comment
Subject: [External] Vine Trail recommendation for route through Saint Helena via Church Street

This exchange FYI.

Fritz Hatton
Proprietor, Arietta Wine
C (707) 299-0073
www.ariettawine.com

From: Fritz Hatton
Sent: Sunday, March 20, 2022 6:41 PM
To: Paul Dohring <PDohring@cityofsthelena.org>
Cc: Chuck McMinn <chuck@vineyard29.com>
Subject: Re: Vine Trail recommendation for route through Saint Helena via Church Street

Thank you so much Paul for your detailed response. I have now lived in St Helena for 22 years, a short time compared to many. However it is long enough to tire of the "but…but…buts" that in my view have caused Saint Helena to stagnate compared to Yountville, Calistoga, and Napa and other more vibrant small towns in the country. Saint Helena is a wonderful community if you are happy to be "late to the game" or not appear at all. Let's get this done. If it isn't perfect the first time, we can tweak it. There is too much drive, depth of financial and popular support, and massive amount of work behind this county wide effort to have Saint Helena throw out its sea anchors to slow or stop it by raising a host of other localized issues. I am traveling this week but look forward to hearing that the Council has done its part to move the Saint Helena portion of the Vine Trail Route forward in a constructive way at the Tuesday meeting.

Best—Fritz Hatton
1160 Edwards
Saint Helena

Sent from my iPhone

> On Mar 20, 2022, at 6:03 PM, Paul Dohring <PDohring@cityofsthelena.org> wrote:
>
> Hello Fritz,
>
> Thank you for taking the time to engage again on the pocket park suggestion and to participate in the Vine Trail Route selection process (St. Helena section). I have received and reviewed your public comment and most appreciate that you have expressed your viewpoint on Mr. McMinn's proposed resolution.

I agree that the Vine Trail is an immensely important regional project for the Napa Valley-- especially for its positive effects on public safety, climate change, economic sustainability and our mental, emotional and physical health -- but, as you know, it also comes with numerous logistical challenges associated with the various options presented.

Unlike the sections running through Calistoga and Yountville, the St. Helena route options present very challenging and unique issues impacting how we navigate through a heavily used and impacted downtown corridor. Pedestrian and bicycle safety, parking needs of seniors and young families, neighborhood quality of life and safety issues, business sustainability and access concerns, Vine Trail funding opportunities and climate change all have to be reasonably evaluated. These considerations often involve competing interests which have to be weighed and balanced by the community and elected leaders (including me) for the greater good of the St. Helena community.

Moreover, irrespective of where the St. Helena section of the Vine Trail route ultimately goes, I wholeheartedly believe that much of our road infrastructure throughout the city (areas unrelated to the Vine Trail) has to be improved to ensure safety for bicyclists and other active transportation users. Users (and potential users) need to be safe and feel safe. Our parks and parklets, which could provide connecting points fo reactive transportation users, also have to be expanded and improved.

Thank you for your public engagement on these important issues. I am hopeful that we can come together civilly and productively (as you have in your note!!!) to find workable, reasonable and even creative technological solutions for the greater good of our community.

Paul

Paul J. Dohring I St. Helena Vice Mayor
PDohring@cityofsthelena.org
Tel: (707) 942-1298

Sent from my City of St. Helena Issued iPad

On Mar 20, 2022, at 5:02 PM, Fritz Hatton <fritz@ariettawine.com> wrote:

Dear Members of the Saint Helena City Council,

Re: Route of the Vine Trail through Saint Helena

I support the recommended action detailed in Chuck McMinn's memo to the Council dated March 18, 2022.

Sincerely,

Fritz Hatton
1160 Edwards Street
Saint Helena, CA 94574

Fritz Hatton

Proprietor, Arietta Wine
C (707) 299-0073
www.ariettawine.com

Cindy Tzafopoulos

From: Jim Gamble <jim@windybayllc.com>
Sent: Monday, March 21, 2022 12:10 PM
To: CityCouncil; Public Comment
Cc: Chuck McMinn
Subject: [External] Church Street Option for the Vine Trail

Dear St. Helena City Council Members –

I am in support of the Vine Trail resolution sent to the City Council for your consideration by Chuck McMinn.

As the owner of the office building located at 1250 Church Street, I see only positives for having the vine trail go in front of the building. We have 10 off-street parking spots on this property. Even with cyclists going by every once in a while, it will be safer to enter and exit the property than it is now. Currently, cars speed up and down this narrow street, bypassing the congestion on Main Street or to get to the Pope Street light. This makes for a hazardous situation every time we enter or exit the property.

I think a "Bike Boulevard" on Church Street makes a lot of sense. I especially like the "Bike Boulevard option with bollards", but it sounds like there are reservations/questions about this option. Maybe those reservations can be overcome with further study?

I wish there was a perfect solution for a route through St. Helena. Since there isn't, it appears the Church Street route is the best option. I believe having a continuous bike trail through St. Helena is incredibly important for our community (and for the continuity and viability of the entire vine trail).

A bike boulevard and traffic calming measures will make Church Street safer (reduced traffic speeds due to implemented traffic calming measures) and more enjoyable (cars not racing up and down the street). Combined, this would be a tremendous enhancement to this property, and I believe to the entire street, in terms of noise, safety, pollution and peace of mind. I don't see any negatives.

From a community health standpoint, physical activity is the best anecdote for the two illnesses most severely impacting our community, which are mental health and childhood obesity (according to the most recent Public Health Assessment Needs Survey). The Vine Trail will provide a safe place for folks to get out and get more exercise! I'm in full support of the vine trail!

If this option is indeed approved, I would enjoy working on the committee overseeing the development of traffic calming measures.

Thank you for your consideration and please don't hesitate to contact me with questions.

Sincerely,

Jim Gamble
Owner
1250 Church Street

NAPA COUNTY BICYCLE COALITION

March 21, 2022

Re: COMMENT TO COUNCIL AGENDA ITEM 12.1 - St. Helena Vine Trail Alignment

To the Councilmembers of the City of St. Helena,

The Napa County Bicycle Coalition (NCBC) represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 14 years, the Napa County Bicycle Coalition has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users.

We thank you for your consideration of the Napa Valley Vine Trail alignment through St. Helena and **urge you to adopt the resolution during your March 22, 2022 meeting in support of the Church Street alignment that includes a Bike Boulevard**. Understanding that any alignment choice will be followed up with more detailed design decisions, we recognize that the **Church Street Bike Boulevard alignment is best suited for the St. Helena community**, based on feedback from the community, City goals, and benefits for active transportation users. This alignment will provide a direct route through St. Helena, which is both far less expensive and much more needed than a backroads path, while minimally impacting vehicle travel and residents along Church Street. A strong, specific resolution of support is needed at this critical juncture to leverage time-limited funding opportunities and to respond to the considerable feedback on the alignments that the community has provided.

NCBC applauds Napa Valley Vine Trail for continuing to listen to the input of St. Helena residents, and especially those living along Church Street. Napa Valley Vine Trail has stayed flexible on its approach, and that openness has resulted in the creative solution that is now being proposed—the Church Street Bike Boulevard. NCBC was already in support of a Church Street alignment, as it would do the most good for the most people. With the newly proposed treatments and design elements, our stance that this is best option for the most people has only grown, as it responds to the specific safety concerns of Church Street residents involving increased active transportation users and vehicle access to their residences. The Church Street Bike Boulevard:

- removes no parking;
- reduces the speed and traffic volume on Church Street which the residents want;
- utilizes an Enhanced Bike Boulevard as the design direction (vs a Class IV and 1 way street) which preserves the current streets functionality;
- leaves open the design details of how to meet the speed and volume targets until the design phase of the project which Church Street residents and City Staff requested;
- asks that residents on Church Street be included on the design committee that will decide on what traffic calming measures will be used on their Street which they requested;
- defines a clear, safe contiguous route through the city that will score well on funding applications.

PO Box 5157 | Napa, CA 94581 | (707) 258-6318 | www.napabike.org

This option also furthers several current City goals, as outlined below.

City Goal 1: Improve and maintain safe and reliable city infrastructure with a commitment to **environmental stewardship, public health, and public safety**

- Walking, biking, and rolling provide a healthier, active, and greener alternative to driving as a form of transportation.
- Protected bike lanes have been shown to improve pedestrian and bicyclists safety, increase bicycle ridership, and produce economic benefits to businesses they provide access to.

City Goal 4: Ensure **long-term economic sustainability** while supporting St. Helena's charm and rural character

- Research has found that communities with infrastructure that supports bicycling as a means of transportation and recreation have *outsized economic benefits by attracting residents and tourists alike to business districts*. Business owners are likely to see a positive effect on sales and customer traffic following installation of protected bike lanes, even if these lanes result in some parking removal.

City Goal 5: Support thriving families and **enhance the safety, well-being, and healthy development** of our youth

- By providing a safe and separated shared-use path that is near the City center and can act as the backbone of a local active transportation network, *the Church Street alignment will allow youth to actively navigate their communities by walking, biking, and rolling*, building a sense of independence and connection with community while building physical activity into everyday life. *This is a free, accessible community resource that reaches residents of all socioeconomic backgrounds*.
- The Napa County Bicycle Coalition's Safe Routes to School Walk Audits indicated that crossing SR 29 was one of the highest barriers to students walking and bicycling to school; by selecting a Vine Trail alignment that crosses SR 29 close to City's downtown core at Pope Street, the City will be taking a significant step towards addressing that barrier.
- The Vine Trail has proven to be a resilient and accessible source of exercise and fresh air for Napa County residents, as when Covid-19 closed gyms, exercise classes, and sports teams, folks could still safely bike, walk, run, and roll on the existing Vine Trail alignment.
    - This was evidenced by an almost 70% increase in use on the existing Vine Trail during April 2020 compared to the previous 3 years.

City Goal 6: support initiatives that **respond to and plan for climate change**

- According to the California Air Resources Board, *transportation is the state's main source of both GHGs and air pollutants*, accounting for almost 40% of statewide emissions in 2019. *Passenger vehicles account for 28.5% of statewide GHG emissions.*
- Transportation emissions in the San Francisco Bay Area (which includes Napa County) grew by 19% from 2014-2019. Transportation emissions in Napa County grew *51% from 2014 to 2019* (source).

- By providing a direct, separated bike route through the heart of St. Helena, the Vine Trail Church Street alignment will give residents and visitors safe and comfortable access to walking or biking for transportation. *This not only helps reduce greenhouse gas emissions, but also makes the City more accessible for those who cannot/do not drive and gets more people out of cars, reducing vehicle congestion.*
- According to NVTA, 63% of intra-Napa County vehicle trips are 5 miles or less, and 33% are one mile or less – walking and biking distance. By providing safe and accessible bicycle and pedestrian infrastructure like the Vine Trail, the City of St. Helena can help shift these short trips from greenhouse-gas emitting vehicle trips to more sustainable modes.
- When comparing the life cycle of travel modes, emissions from bicycling were found to be 30 times lower than fossil fuel cars and *ten times lower than electric cars*. Walking and bicycling for transportation is a vital part of St. Helena's shift towards a more climate-conscious future.

We urge the City to adopt the proposed resolution in support of the Church Street Bike Boulevard alignment. This alignment will benefit local businesses and be a community asset that serves residents and tourists alike, and recreational and active transportation users alike. With the disruptions our society has weathered in recent years, as well as the price of gas making headlines, a Vine Trail alignment through the city center will establish a reliable form of transportation that will not only have positive impacts on the environment and the health of residents, it may also be a necessary and essential transportation corridor for a growing number of people.

Should you have any questions about the above comments, please contact Kara Vernor at (707) 258-6318 or kvernor@napabike.org. Thank you for your time and consideration.

Sincerely,

Kara Vernor
Executive Director

Carlotta Sainato
Program Manager

Cindy Tzafopoulos

From: Meredith,Kimberly <MerediKB@ah.org>
Sent: Monday, March 21, 2022 11:34 AM
To: CityCouncil
Cc: Public Comment; Nancy Tennyson; Shawn Casey-White
Subject: [External] Letter of Support for Vine Trail through St Helena

Please help support the Napa Valley Vine Trail's recommendation for the vine trail route through St. Helena. I am not a resident of St Helena but I do bike commute from Napa to Adventist Health St. Helena (vs versa frequently). This will help ensure a clear, safe contiguous route through the city. Other benefits include – reduce speed and traffic on Church Street, and this route will score well for the next ATP grant cycle.

- A Class 1 route from the Southern City Limits along Main Street/Highway 29 to Pope Street.
- A Class 1 route crossing Main Street at Pope Street and continuing to Church Street.
- A Bike Boulevard (enhanced Class 3 with traffic calming) along Church Street from Pope Street to Hunt Street. The Traffic calming design will prioritize bicycle and pedestrian travel, reduce traffic speeds to 20 mph or less and reduce traffic volumes on the street to below 1,500 vehicles per day as recommended by NATCO guidelines for Bike Boulevards.
- A Class 1 route from Hunt to Adams along Railroad Avenue next to the Wine Train tracks.
- A Class 1 route from Adams to Pratt on the Wine Train ROW.
- A Class 1 route on Pratt to Main Street to connect to the Saint Helena to Calistoga route.

Thank you

Kimberly Meredith | Director of Risk, Compliance, HIPAA | Compliance
Adventist Health St. Helena| 10 Woodland Road | St. Helena, CA 94574
Adventist Health Vallejo| 525 Oregon St. | Vallejo, CA 94590
Adventist Health Physician Network
P 707-963-6260 | F 707-967-5744 |C 707-815-4336 | meredikb@ah.org

[ADVENTISTHEALTH:INTERNAL]

Cindy Tzafopoulos

From: Leslie Stanton <lesliestan@gmail.com>
Sent: Monday, March 21, 2022 1:08 PM
To: Cindy Tzafopoulos
Subject: [External] Vine trail
Attachments: Core Trail.HEIC

Dear City Council -
Please help establish the Vine trail through Saint Helena. I would like to use it in my lifetime. EVERYtime I am in Steamboat Springs, CO (which is often!) I use their Core Trail, walking or biking. I have attached a photo from this morning of the Core Trail that I used from the Bus Stop to the Steamboat Library and onto their main street, which is also a State Highway. No car needed. Thank you , Leslie Stanton

RUTAN
RUTAN & TUCKER, LLP

Matthew D. Francois
Direct Dial: (650) 798-5669
E-mail: mfrancois@rutan.com

March 21, 2022

VIA E-MAIL (publiccomment@cityofsthelena.org)

Honorable Geoff Ellsworth, Mayor
and Members of the City Council
City of St. Helena
1572 Railroad Avenue
St. Helena, CA 94574

Re: Discussion and Consideration of Recommended Alignment of the Napa Valley Vine Trail Corridor Through the City of St. Helena; March 22, 2022 City Council Agenda Item No. 12.1.

Dear Mayor Ellsworth and Members of the City Council:

We write on behalf of our client, Safeway Inc. ("Safeway") in regard to the City Council's consideration of the Napa Valley Vine Trail alignment through the City of St. Helena ("City"). As you know, Safeway owns and operates a full-service grocery store at 1026 Hunt Avenue, St. Helena (the "Store") within a shopping center co-owned by Mr. Richard Shurtz (the "Shopping Center"). In concept, Safeway fully supports the proposed Napa Valley Vine Trail. But Safeway is very concerned that the proposed Church Street alignment, which we understand would run adjacent to (and possibly on) the Store site and Shopping Center and alter circulation patterns on Church Street, including by potentially closing it to through traffic or making it one-way, would adversely impact access to and operation of the Store and Shopping Center. As detailed below, Safeway opposes selection of the Church Street alignment because it conflicts with the City's General Plan and the environmental impacts of such a route have not been studied in accordance with the California Environmental Quality Act ("CEQA").

1. Background

Safeway has proudly served the residents of St. Helena since 1926. Safeway has operated a full-service supermarket in the Store since 2003. The Store was constructed following the timely completion of an environmental impact report ("EIR") in accordance with CEQA. During the past two years, Safeway has served as an essential business for City residents and visitors alike.

In mid-January 2022, Safeway was approached by members of the Napa Valley Vine Trail Coalition (the "Coalition") to consider a proposal to construct the Vine Trail along Church Street and the westerly property line of the Shopping Center. This would likely require approval of easements by Safeway and other affected property owners. Safeway is not willing to grant such easements because they would adversely affect customer and employee parking and traffic circulation and flow in the vicinity of the Store.

From a timing standpoint, Safeway was advised that the City Council would be selecting a single route for the Vine Trail out of multiple possible options at a Council meeting in late March 2022. Coalition representatives stated that the timing of this vote was important because the Coalition was applying for a government grant in June 2022 and the chances of securing this funding were higher if a formal route had been chosen by then.

The Staff Report for the March 22, 2022 City Council meeting outlines four alignment options for the Vine Trail. The Church Street alignment is Option 3. A fifth option was discussed at a March 2, 2022 joint meeting of the Active Transportation & Sustainability Committee and the Parks & Recreation Commission. Under this fifth option, the Vine Trail would end at Mitchell Drive going north and Adams Street or Hunt Avenue going south with a Class II or Class III bike facility added between the two segments.

2. The Church Street Alignment is Inconsistent with the General Plan.

Figure 5.5 of the City's General Plan depicts the City's approved Bicycle Network. The Bicycle Network "aims to maximize connectivity throughout the city . . .." (General Plan, p. 5-26.) The Bicycle Network was prepared in collaboration with the Napa Valley Transportation Authority ("NVTA") to outline "existing and planned bicycle routes intended to provide safe and convenient bicycle access to parks, open spaces, commercial areas, residential neighborhoods, and community facilities." (General Plan, p. 5-26; *see also* General Plan, p. 5-3.) The pedestrian and bicycle facilities shown in Figures 5.4 and 5.5 of the General Plan are supposed to be developed to "[c]reate a comprehensive bicycle and pedestrian network that expands neighborhood connectivity."[1] (General Plan, Policy CR2.1; *see also* General Plan, Policies CR1.1, CR1.9, CD6.2, PR6.3 and General Plan, Implementing Actions CR1.L, CR2.A, CR2.C.)

Figure 5.5 includes an alignment for the proposed Napa Valley Vine Trail. The General Plan alignment appears to correspond to the Vine Trail alignment shown on the Coalition's website.[2] From south to north, that alignment generally follows State Route 29 to Charter Oak Avenue to Pope Street to Starr Avenue to Adams Street to the Railroad right-of-way back to State Route 29. ***No portion of the Vine Trail alignment shown in the General Plan traverses Church Street or is located in close proximity to the Store or Shopping Center***.

Church Street is identified in the General Plan as a Downtown/Mixed-Use Street. (General Plan, Figure 5.1.) Such streets are intended to support "all travel modes." (General Plan, p. 5-15.) Figure 5.5 depicts Church Street as a proposed Class III bicycle route, which is a route "marked for

[1] While Policy CR2.1 only refers to Figure 5.4 (Pedestrian Facilities), the text also clearly refers to the Bicycle Network depicted on Figure 5.5.

[2] *See* https://www.vinetrail.org/images/NVVT%20trail%20map%20FULL%20ROUTE.pdf

shared use with motor vehicles." (General Plan, p. 5-22.) Unlike other designated streets, Church Street is not identified as one of the "key" north-south routes for bicycle traffic. (General Plan, p. 5- 27.)

A city's general plan is effectively the "constitution for future development" in the community, and subordinate land use actions that are not consistent with the general plan are "void ab initio." (*Lesher Communications, Inc. v City of Walnut Creek* (1990) 52 Cal.3d 531, 540; *Elysian Heights Residents Assn. v. City of Los Angeles* (1986) 182 Cal.App.3d 21, 38.) "The propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 570.) In order to be deemed "consistent," a decision must actually be "compatible with the objectives, policies, general land uses, and programs specified in the general plan." (*Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 378-79 [county abused its discretion in adopting a specific plan that permitted development without "definite affirmative commitments to mitigate" impacts to traffic and housing contrary to policies and objectives set forth in its general plan].) "Consistency requires more than incantation, and [an agency] cannot articulate a policy in its general plan and then approve a conflicting project." (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 789.)

Failure to comply with even one general plan policy is enough to render an agency action or decision "inconsistent" with its general plan and thus invalid. (*See, e.g., Spring Valley Lake Assn. v. City of Victorville* (2016) 248 Cal.App.4th 91 [invalidating city's approval of permit for commercial development because of failure to show consistency with one general plan policy]; *California Native Plant Society v. City of Rancho Cordova* (2009) 172 Cal.App.4th 603, 640-642 [finding a project to be inconsistent with an agency's general plan based on its failure to comply with a single policy requiring the agency to "coordinate" with specified resource agencies on mitigation for impacts to special-status species]; *accord, Endangered Habitats League, supra*, 131 Cal.App.4th at 789 [project failed to comply with a single general plan provision calling for use of a prescribed traffic study methodology].)

The Church Street alignment is fundamentally and inescapably inconsistent with the City's General Plan. Any Council action or decision to select such an alignment would be void *ab initio*. It could not be rectified by a *post hoc* amendment to the General Plan. If the Coalition desires an alignment for grant funding in June 2022, it should rely on the approved alignment contained in Figure 5.5 of the General Plan until such time as the General Plan is amended.

3. The City Cannot Select the Church Street Alignment Prior to Conducting Full CEQA Review.

A public agency must undertake CEQA review prior to approving a project. (Public Resources Code §§ 21100(a), 21151(a); CEQA Guidelines § 15004(a).) Specifically, "[b]efore granting any approval of a project subject to CEQA, every lead agency or responsible agency shall consider a final EIR or negative declaration . . .." (CEQA Guidelines § 15004(a).)

A "project" includes an activity which may cause either a direct or reasonably foreseeable indirect effect on the environment and which is undertaken by a public agency or involves the issuance to a private entity of permits or other entitlements for use. (Public Resources Code § 21065.) "Approval of a project" means a decision by a public agency which "commits the agency to a definite course of action" in regard to a project. (CEQA Guidelines § 15352.) "Legislative action in regard to a project often constitutes approval." (*Id.*)

"With public projects, at the earliest feasible time, project sponsors shall incorporate environmental considerations into project conceptualization, design, and planning." (CEQA Guidelines § 15004(b)(1).) To implement this principle, public agencies must not undertake actions concerning a proposed public project that could have a significant adverse effect on the environment, or limit the choice of alternatives or mitigation measures, before completing CEQA review. (CEQA Guidelines § (b)(2).) For example, an agency shall not make a formal decision to proceed with the use of a site for facilities until it has conducted CEQA review. (CEQA Guidelines § 15004(b)(2)(A).)

There is a recognized exception to the above rules for land acquisition agreements entered into by a public agency. (CEQA Guidelines § 15004(b)(2)(A).) However, to pass legal muster, any such agreement must: (1) be conditioned on compliance with CEQA, (2) not bind any party or commit to a definite course of action prior to CEQA compliance, (3) not restrict the lead agency from considering any feasible mitigation measures and alternatives, including the no project alternative, and (4) not restrict the lead agency from denying the project. (CEQA Guidelines § 15004(b)(4).) In *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116, 134, the California Supreme Court observed that this exception for agency land purchases "should not swallow the general rule (reflected in the same regulation) that a development decision having potentially significant environmental effects must be *preceded*, not *followed*, by CEQA review."

In *Save Tara*, *supra*, the court struck down an agreement entered into between a city and a developer whereby the city agreed to transfer land to the developer for an affordable housing project prior to undertaking CEQA review. Although the agreement was conditioned on CEQA compliance, the court found that based on the circumstances the agency had impermissibly

committed to the project prior to undertaking CEQA review. Those circumstances included, among others, that the agreement stated its purpose was to facilitate/enable the project.

Even assuming that the City were a responsible agency in regard to the Vine Trail, the City still cannot legally select the Church Street alignment without the benefit of full CEQA review.[3] (CEQA Guidelines §15004(a).) Contrary to CEQA, doing so would foreclose the consideration of alternatives, such as alternative alignments. This is especially true if the lead agency were to rely on an exemption or mitigated negative declaration as it has done for other Vine Trail alignments. Selection of the Church Street alignment would not fall under the recognized exception for land acquisition. No agency acquisition is at issue here.[4] Proof that the City is being asked to formally commit to the Church Street alignment is evidenced by the Coalition's March 18, 2022 letter urging the City Council to adopt a "strong, specific resolution" embracing it.

4. Installing Bollards On Church Street Would Violate State Law.

In a March 11, 2022 letter, the Coalition suggests adding retractable bollards on Church Street midway between Hunt Avenue and Church Street. The letter states that the bollards would be in place during daytime hours wherein only residents of Church Street would have unrestricted access to that street. Such a proposal is in plain contravention of State law.

Vehicle Code Section 21101.6 states that "local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street." This section was added to the Vehicle Code to codify the decision of the First Appellate District in *City of Lafayette v. County of Contra Costa* (1979) 91 Cal. App. 3d 749.

In the *City of Lafayette* case, a city proposed an ordinance partially closing a public street through installation of a gate, with local residents provided devices to open the gate. The Court of Appeal held that the city did not have the constitutional or statutory authority to deny use of the road to some members, while allowing it to others. The court reasoned that "the streets of a city belong to the people of the state, and the use thereof is an inalienable right of every citizen, and that all persons have an equal right to use them for purposes of travel." (91 Cal.App.3d at 757; *see also* 91 Cal.App.3d at 753 [court further observes that the use of streets and highways for travel

[3] The NVTA appears to be the lead agency for the Napa Valley Vine Trail project. The NVTA is a Joint Powers Agency comprised of the cities of St. Helena, Calistoga, Yountville, Napa, and American Canyon as well as Napa County. (General Plan, p. 5-11.)

[4] Even if it were, the action is not being conditioned on compliance with CEQA and restricts the agency from considering feasible alternatives and mitigation measures.

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and transportation "is not a mere privilege, but a common and fundamental right, of which the public and individuals cannot rightfully be deprived."].)

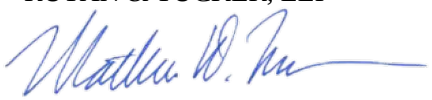
In short, the proposal to partially close Church Street violates state law. We agree with City Staff that such a proposal would be "highly problematic."

****

Thank you for your consideration of Safeway's views on this important matter. Representatives of Safeway, including the undersigned, will be in attendance at your March 22, 2022 hearing. In the meantime, please do not hesitate to contact me with any questions regarding this correspondence.

Very truly yours,

RUTAN & TUCKER, LLP



Matthew D. Francois

MDF:cm

cc: Natalie Mattei, Director of Real Estate, Safeway, *via email*
James McCann, Interim City Manager, *via email*
Preya Nixon, Assistant to the City Manager, *via email*
Ethan Walsh, City Attorney, *via email*
Cindy Tzafopoulos, City Clerk, *via email*

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March 21, 2022

Dear City Council,

Regarding the Vine Trail. According to the Report to the City Council selecting an option at this time is NOT MANDATORY. "The probability of grant award is greater if a potential, though not necessarily final, path for a corridor through St. Helena is identified on the application."

Also, keep in mind grant monies are not going to cover all initial or ongoing costs. According to the Report, "There will be costs in the establishment of the bike facilities in the City of St. Helena and those costs will vary depending on the alignment, right-of-way or easement acquisition/cost if necessary and level of improvements desired/approved. Presently, the design details or funding role for St. Helena are not yet known or agreed upon. As with any infrastructure project, there will be on-going costs relative to maintenance of any new facility, and the relative maintenance cost will vary depending on the type of bike lane facility and infrastructure improvements.

Given the inevitable and significant disruptions to quality of life for St. Helena residents with accompanying safety concerns embedded in literally every option currently presented by the Vine Trail Coalition I urge you to offer your support for eventually having the Vine Trail connect with St. Helena while declining all current proposals as to how that will be accomplished.

Please don't give in to the tyranny of the urgent. Poor choices now will have negative impacts that live on for decades to come.

Sincerely,
Nancy Dervin

Cindy Tzafopoulos

From: Paul De Martini <pjdemar@gmail.com>
Sent: Monday, March 21, 2022 10:50 AM
To: Public Comment
Subject: [External] Comment to Council re: Vine Trail Alignment Through Saint Helena

Council Members,

I support NVVT (donation and as an active member), however, the NVVT's proposed 4 routes through St. Helena are **not acceptable** given the impact to the community as noted in the many public comments.

From the information provided it is not clear that a more complete traffic impact assessment has been conducted in our small town which has only a few north-south streets between Madrona and Spring. I am concerned that partial closure, for NVVT's proposed dedicated 10' wide bike lane, of any of the north-south streets/byways will increase the commercial and personal vehicle traffic on Stockton Street which is effectively a one lane road. Stockton Street currently has considerable traffic flow as a Main street/Oak Street bypass and any additional traffic would be unacceptable and present safety issues for the residents including a number of senior citizens and children.

Given that the NVVT has had significant cost escalation for the St. Helena to Calistoga section which now threatens to take money from a St Helena critical infrastructure program, I urge you to delay action on the VT proposals until a more complete assessment of the options including the 5th option of (A) Vine Trail comes north to Mitchell and stops. (B) Vine Trail comes south
from Calistoga and stops at Adams or Hunt along Railroad ROW (Right of Way). I appreciate the efforts of the Active Transportation and Parks and Recreation Commission to explore other options.

Such a delay, would allow for a more complete assessment of traffic flows and safety considerations across the city and any financial implications (first costs and ongoing) that St. Helena would directly or indirectly impact us. Also, a more rigorous assessment of NVVT's benefit claims should be substantiated. For example, claiming significant green house emissions savings is highly questionable when the Bay Area leads the nation in electric vehicle adoption and California policy is to have 100% electric vehicles sold by 2035.

In short, the NVVT should focus its efforts on building the St. Helena to Calistoga section including better options for closing their funding shortfall and allow St Helena to re-evaluate the best permanent option for our community.

Paul De Martini

Paul De Martini | 1525 Stockton St. | Saint Helena, CA 94574

415.272.6935 | pjdemar@gmail.com

Cindy Tzafopoulos

From: Eric Hall
Sent: Monday, March 21, 2022 4:00 PM
To: Cindy Tzafopoulos
Subject: FW: [External]

Cindy,
I found Charlie's public comment in my City junk email box…rest of Council may have missed it, too. Will you please include in your public comment? Thank you.
Best,
E

From: Charles Crocker <ccrocker123@outlook.com>
Sent: Friday, March 18, 2022 6:33 PM
To: CityCouncil <CityCouncil@cityofsthelena.org>
Subject: [External]

Dear Council Members,
As a long time St Helena resident I would like to recommend a vote in favor of the Church Street option for the Vineyard trail. It seems to me this option represents the best alternative for St. Helena.
With thanks for your continuing efforts to improve our city,
Charlie Crocker

Sent from Mail for Windows

Cindy Tzafopoulos

From: Kamille Garcia
Sent: Tuesday, March 22, 2022 9:12 AM
To: Cindy Tzafopoulos
Subject: FW: Support of Vine Trail Resolution
Attachments: 2022_03_19_13_19_06.pdf

From: Barbara Nemko <BNemko@napacoe.org>
Sent: Saturday, March 19, 2022 1:30 PM
To: CityCouncil <CityCouncil@cityofsthelena.org>
Cc: Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Support of Vine Trail Resolution

To Whom It May Concern:

I have previously expressed my strong support for the proposed route of the Vine Trail in St. Helena and sent letters to Congressman Thompson requesting funding to achieve this goal. I believe this will be a wonderful addition for both residents of Napa County and visitors. It will definitely encourage our students to get out and walk and/or bike, which will add to their physical and mental good health.

Please pass the strong resolution outlined in the attached letter from Chuck McMinn, as well as the recommendation to involve the residents of Church Street in the design committee. A safe bicycle and pedestrian route through St. Helena will be an excellent enhancement to the many positive attributes the City of St. Helena already offers.

Thank you for your consideration,

Barb Nemko
Napa County Superintendent of Schools

Mayor Ellsworth, Vice Mayor Dohring, Council Members Chouteau, Hall & Hardy

I have reviewed the staff report and all the published public comments regarding the proposed Vine Trail thru St. Helena. I do not live on Church St, but I do live in Vineyard Valley where the only entrance to and exit from the park is Pope Street. As you all know Pope St. is the main entrance to St. Helena from the Silverado trail. There is so much traffic on Pope Street that sometimes it is difficult to leave the park. There is traffic to and from the park, to and from the college, more traffic to and from the Montessori school and the Stonebridge Apartments, traffic and many elderly pedestrians from Silverado Orchards. I must add that all this traffic is generated before you get to the first cross street on Pope.

Add traffic on this street where we already have unsafe traffic conditions due to the irregularities caused by the bicycle striping on Pope Street plus trying to navigate the tight curve next to the old barn and over the creek.

Church St is one of the main ways the residents I described above use to go to Safeway, Steve's Hardware, the Library, Lyman Park, the P.O., City Hall and numerous other businesses and banks. To have bicyclists come from Main Street up Pope and make a left turn on to Church Street would add to the traffic and be extremely dangerous. It would also destroy the Offices on the corner and any other businesses on the street. I would also say that many of the trucks that unload at Safeway and many of the downtown businesses also frequently use Church.

I believe that there is another possibility that is being discussed for the Vine Trail. The trail thru St. Helena would start with a left tune from Highway 20 on to Sulfur Springs Road, Sulfur Spring Road to North Crane, make a right turn. Stay on No. Crane which becomes Valley View. Continue on Valley View to the end and turn right on to Spring Street go one block to Allyn Ave. Turn left on Allen and proceed on to Madrona.

Much of this route has already been stripped and painted green which was paid for by the City. Money has already been budgeted by the City to improve So Crane. Please get smart and add the Vine Trail to the already proposed improvements in the area. Please apply for some of the available grants to help with the financing.

Best,

Grace

Grace Kistner

25 San Juan Court

St. Helena

03-21-22

Cindy Tzafopoulos

From: Kamille Garcia
Sent: Tuesday, March 22, 2022 9:12 AM
To: Cindy Tzafopoulos
Subject: FW: Vine Trail Options

From: Jack Oliver <jack@rboco.com>
Sent: Friday, March 18, 2022 5:03 PM
To: Public Comment <publiccomment@cityofsthelena.org>; Preya Nixon <PNixon@cityofsthelena.org>
Cc: Geoff Ellsworth <GEllsworth@cityofsthelena.org>; Paul Dohring <PDohring@cityofsthelena.org>; Anna Chouteau <AChouteau@cityofsthelena.org>; Lester Hardy <LHardy@cityofsthelena.org>; Eric Hall <EHall@cityofsthelena.org>
Subject: [External] Vine Trail Options

Dear City Council Members,

This letter is in support of a Vine Trail option that works for the Vine Trail and provides net benefits to St. Helena. At this point, despite lots of studies and consultants, none of the current options seem to provide a net positive benefit to St. Helena. It is not about pro or anti-Vine Trail; it is about a good intentioned idea exacerbating pre-existing challenges in our town. Any proposal that would remove over 25 parking spaces downtown in a city with a parking crisis seems to ignore serious second and third order effects. While locals would love to use the Vine Trail on a daily basis, the reality is most folks don't have the luxury to bike to work due to the constraints of their job or requirements to travel out of town for work. Kids already have the option to bike to school and despite many attempts to encourage more biking, most don't because they have gear and equipment they can't transport on a bicycle. Therefore, despite some weekend pleasure use, the majority of the daily Vine Trail use would appear to be by tourists, which is great, but the "experts" insist otherwise. It is important to get viewpoints from out of town, but I would hope that the 40% of survey respondent data from outside city limits would be considered by the city in the same way that you cannot vote for city council or tax bonds if you don't live in city limits (and won't be on the hook to pay taxes or be impacted?). Is running a mostly tourist and transportation focused endeavor through residential neighborhoods consistent with the General Plan?

If the goal is to promote tourism and active transportation, then why not leave the Trail on Main Street/Hwy 29, which is the active transportation and tourist route through town. The Trail can "end" at Sunshine Market and the bikers will then have three options to cross Main at existing crosswalks (Pope, Spring and Hunt), maybe shop along the way, and then pick the Trail up at the railroad right-of-way at Hunt/Railroad Avenue. Bikers can easily navigate three blocks through town to find the next connection (maybe add some signage to help them?). No residential streets would be impacted. No small businesses on Adams become practically inaccessible. Please consider a new route that is not so disruptive to residential neighborhoods and small businesses on Spring/Oak/Adams streets.

Sincerely,

Jack Oliver
St. Helena

Cindy Tzafopoulos

From: Jenny Krenz <jbkrenz@hotmail.com>
Sent: Monday, March 21, 2022 8:26 PM
To: Public Comment
Subject: [External] COMMENTS Vine Trail Proposal

Dear City Council,

I appreciate the opportunity to share my brief thoughts regarding the proposed Vine Trail, as I am opposed to this recommendation.

I moved to St. Helena just shy of 6 months ago, and selected my home based on the immediate location, the small community, peaceful neighborhood and privacy it affords.

Although I generally enjoy bike trails for walking and cycling, typically these are not built in an immediate neighborhood and on top of private property. It would be quite devastating to have a public thoroughfare right behind our house. Currently the Wine Train passes only one-time a day, and the occasional neighbor walks past - it is very peaceful. However, adding a public path mere inches from our home could significantly compromise our privacy, safety, cleanliness and serenity.

Thank you.

Sincerely,

Jenifer Krenz

Cindy Tzafopoulos

From: Kamille Garcia
Sent: Tuesday, March 22, 2022 9:13 AM
To: Cindy Tzafopoulos
Subject: FW: Vine Trail Bike Route via a Bike Boulevard on Church Street
Attachments: Church Street Bike Boulevard Recommended Action Signed.pdf

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From: Latife Hayson <latife@latifehayson.com>
Sent: Monday, March 21, 2022 11:33 AM
To: CityCouncil <CityCouncil@cityofsthelena.org>; Public Comment <publiccomment@cityofsthelena.org>
Subject: [External] Vine Trail Bike Route via a Bike Boulevard on Church Street

As an avid biker, I support the Vine Trails Resolution as per the attached recommendation.

Thank you, Latife



Latife Hayson
Luxury Estates Vineyards & Wineries
Compass | Napa Valley

707.738.4820
latifehayson.com
Podcasts

DRE# 01341252

Cindy Tzafopoulos

From: Pim Dubbeldam <pimster@gmail.com>
Sent: Monday, March 21, 2022 6:47 PM
To: Preya Nixon
Cc: Public Comment; Maryam Malek
Subject: [External] COMMENT TO COUNCIL - Agenda Item Napa Valley Vine Trail Corridor

Dear Mayor, City Council Members, Assistant to the City Manager, Interim City Manager and City Clerk,

My family and I reside on Crinella with our backyard directly facing the railroad tracks, which is targeted for the **"Wine Train - Segment 3" Class 1 Bikeway of the NVVT**. While a considerable amount of attention has been given to the Church St. options recently, we would like to remind you of the trail's negative impact on the residents of the Crinella Subdivision, whose yards face the railroad tracks and are just a few feet away from it. We fully empathize with the **Church St.** residents and ask that you consider, regardless of front entrance of home or backyard, **how the implementation of this trail can impact our day to day lives, especially if you lived on one of these proposed streets of concern.**

I spent the first 37 years of my life in Holland and can attest to the effectiveness of a well planned, funded, and maintained cycling infrastructure that is incorporated into all aspects of life from commuting, leisure, day to day activities including errands, and exercise. The success of such a program takes into account a common culture and full understanding of how to use the trails with which everyone grows up.

As a resident of St. Helena, I feel that our beautiful small city may not be prepared to take such a leap with huge ongoing responsibilities to ensure the safety and well being of all its residents and visitors alike, based on the current NVVT proposal. The quick decision to approve the NVVT through St. Helena is **forcing a bike path through a malaligned existing infrastructure** instead of designing a community that includes a bike path from the onset of urban design. **This hasty decision because of grant funding deadlines will result in a negative impact to a large portion of our community of residents. We all would like a bike trail to use, but not just at any cost.**

Please consider in which other cities similar to St. Helena, the NVVT or similar bike trails have been successfully implemented and maintained through residential and business districts. If such a case exists, please study that information for **planning long-term safety and maintenance, and forecasting both our financial and operational abilities as a small town with our budgetary restrictions**. How will maintenance of the trail compete with other city priorities? If we act in haste in order to meet a grant funding deadline we risk inheriting a responsibility we may not be positioned to maintain.

The "Gap Model" where the Bike path stops at the south end of town and starts again at Pratt, beyond any residential areas such as the Crinella subdivision, may be the only option to alleviate the many concerns of the St. Helena residents.

Our family's objections to the NVVT going through the town of St. Helena, as well as our concerns specific to the Wine Train - Segment 3 Bikeway are outlined below. When at a crossroad, we often read language that suggests a trail along the wine train tracks is a viable solution, without taking into consideration how it impacts the lives of those residents who face the tracks and appreciate the natural surrounding areas. We appreciate your review of these concerns and taking our input into consideration.

1. Safety of Riders, Pedestrians, Residents

While the intended purpose of the trail is to create safety from motor vehicle collisions for cyclists, there are other safety concerns that are being created as a result. My wife who is co-writing this letter with me has been

run over as a pedestrian in a crosswalk and seriously hurt by a motor vehicle and can fully understand the need to avoid collisions. If the path is for cyclists and pedestrians alike, are all segments of it designed to be walk-friendly too? The **safety of pedestrians on these trails** is also of concern. What kind of studies have been performed to ensure the children, people with strollers, seniors on foot, or our disabled community can safely walk the trail without a collision with a bicycle? Our experience walking shared trails throughout northern california has been to get out of the bicycle's way or get yelled at or worse, knocked over. Now imagine a large group of serious avid cyclists going through. Add the effect of alcohol to the formula as many tourists may find the trail as a way to visit wineries. Will there be **police presence to check for cyclists under the influence** on the trails as they are on the road with drivers? What kind of **police presence is budgeted for ensuring adherence to speed limits** on the trail? Do bicycles always have the right of way on the trail?

Besides bicycles, what other types of manual or electric devices are permitted on the trail? Imagine the **noise and speed from scooters and electric hoverboards**. Who and how will the **trail use policies be enforced**?

Are dogs going to be permitted on trails? As owners of dogs with years of experience in dog behavioral training with professionals we can assure you that many **dogs will be reactive to fast moving bicycles and runners** especially in a closed trail with little outlet to get out of the way (e.g., no way to cross the street). Currently if we walk or ride our bicycles near the tracks there is plenty of room without a bounding fence to maneuver and avoid such issues, setting everyone up for success.

As the Santa Rosa bike trail and the southern end of the NVVT have already proven to us, **homeless encampments** are a matter of time. From friends in San Francisco who live near encampments we hear horrible stories of **feces and needles** in front of their home. Years ago we used to ride our bicycles on the Santa Rosa trail and now we cannot out of safety concerns. Our friends who live in Sebastopol talk about the absolute horror and danger of going anywhere near that trail. Imagine that we are now rightfully fast forwarding to several years from now and seeing this horror in our own backyards by the train tracks. **There are known concerns of drug use, needles and other litter, smells, violence, and fire risks from these encampments that may appear a mere few feet from our backyards. Can we still feel safe living here?**

Is **lighting** planned to improve trail **security at night**? How is the city planning to pay for maintaining the lighting? Lighting is much needed on a trail to help with security but right outside our windows it can illuminate our home's interiors at night, **negatively impacting our health**. Additionally, lighting impacts our ability to enjoy the beautiful night sky. Consider **light pollution** and look at how Arizona has fought it to keep the night sky dark.

The **violent beating and murder** of a man riding home after work on the NVVT remains unsolved. But we are not just talking about the use of the trail, rather living adjacent to it which increases the opportunities for **violent incidents or home break-ins** significantly. Is **nighttime police presence** budgeted for the trail? Just two nights ago on **March 19th we witnessed illegal fireworks** activities right outside our windows on an empty lot at the corner of Fulton and the tracks. It created a lot of concern on NextDoor and Facebook groups from residents due to **fire risk**. It made us reflect and ask what precautions will be put in place to prevent fires starting if encampments were there or even if a tourist disposed of a lit cigarette?

In summary, it's not just the safety of cyclists we need to consider, but the **safety and physical and mental health of all of our residents**!

2. Privacy, Noise, Views, and Cleanliness

Noise pollution is inevitable as groups use the trail, yelling to hear each other over the noise of wind in their ears. While the Napa Wine Train runs on the tracks and with it brings noise, it is at very few predictable times during the day and is fast moving. No one disembarks the train to loiter outside our yards. Cyclists and pedestrians may take breaks for their phone calls (ever enjoy listening to a one-way conversation while the other party wears an earphone? Or worse yet use speakerphones?), drink or smoke stops, bio breaks (please do not assume everyone will look for a legitimate bathroom as we already observe some workers using the empty lot at the corner of Fulton for bio breaks). Meanwhile we lose the ability to use our yards and will lose

natural light by pulling down our shades. **That is not the kind of life we envisioned when purchasing a property with open views. The charm of living in St. Helena is not just limited to Main Street and its historic buildings we adore, but the nooks and crannies we find as locals in the back roads and among the vineyards. We will lose an important part of where we get our respite, safe recreation, and calm.**

Are **trash bins** planned for along the trail? Who will be cleaning them and in what frequency? We have started reading about people not picking up after their dogs on the sidewalk. Is the same going to happen on the trails? What about other trash from people using the trail recreationally? Where are **bathrooms** going to be located along the trail?

With the projected number of cyclists, runners, walkers, families, tourists, and commuters on the NVVT, **we lose privacy in our backyards**. Are we all to raise our fences, give up any views that our properties came with, for a select few who want to make that area their trail?

One neighbor facing our backyard on Fulton (former property of M. Chiarello), is one of the two properties with vineyards on the east side, directly facing the tracks between Pratt and Fulton. Just last week they planted very tall and large trees to add **privacy against the NVVT**. We not only lost our beautiful vineyard view as a result, the remaining beauty brought by these trees will be obfuscated by the NVVT fence. We also can in no way compete with the budget those larger properties have to plant trees and will be directly looking onto the NVVT fence.

We understand 4' fences are planned for around the trail. **What will these fences look like?** How will they affect our views? If they were planned for your neighborhood, would you not want to have input into their aesthetic to ensure they are not purely functional in nature but complement the beauty of the natural surrounding area?

And **how will the trails be maintained** when we have so many streets with potholes? With the recent Crinella subdivision road work, one section of the town's roads has been repaved (thank you!). We notice such a huge difference just by walking on foot on Pratt, let alone with our vehicle. **The rest of our town's streets and sidewalks need a lot more attention at present time and funding for their repair should be a higher priority**.

Are you willing to take on all the above risks while the Gap model is an available option, less costly, and has a significantly less negative impact to our community?

We appreciate your time and thoughtful consideration to hear our collective voices on all aspects of the safety, security, and well being of the community. We implore you to not take our feedback as a community of residents lightly. We are more vested in this beautiful town than non-residents who voice their opinion in support of it. St. Helena is a charming town and a lovely place we have the privilege to call home. We live on the quieter end of town. The **peace and nature around us is healing** – my wife can attest as she savors it every moment she steps out of the house, even to go to the backyard, commenting how this environment is healing after having finished her immediate cancer treatments. **We need this peace and quiet in our backyards to continue to live and heal, rather than add the noise, commotion, and lack of safety the trail will bring.** The Gap Model remains our only option to adopt the NVVT. Thank you again for your tireless efforts to consider our input and help make St. Helena a safe and enjoyable town to live in.

Sincerely,
Pim and Maryam Dubbeldam

Cindy Tzafopoulos

From: Steve Kinney <wineoguy2@gmail.com>
Sent: Monday, March 21, 2022 10:08 PM
To: Public Comment
Subject: [External] Vine Trail

Saint Helena City Council

I am excited to see that the Bike Trail (Vine Trail) in the Upper Valley is finally being acted on. One of the most perplexing issues to me is the routing through parts of town that are already congested with traffic. The 'suggested' route down Church, and the one on Oak St, both rely on cyclists having to cross and use Main Street (Highway 29) at very busy points. As a Cyclist living in town, Main Street is a difficult navigation. I regularly use Sulfur Springs to S. Crane which transitions into Valley View. This stretch is already marked for bike lanes and is quite scenic. It also has little car traffic. At Spring St., where it dead ends, there are several options. Right to either Hudson or Allyn or left up to Sylvaner. All end at Madrone and then back down to 29. This affords the rider a wonderful vista of vineyards and distinctive views. This is also a pre-Marked route! No added expense or other routing nonsense being proposed. If you're not going to build an actual "Vine Trail" away from traffic and through the vineyard, use what you have already available.

Steven Kinney
415-341-3853
wineoguy2@gmail.com

Cindy Tzafopoulos

From: Christopher Cole <ckcole@comcast.net>
Sent: Tuesday, March 22, 2022 11:48 AM
To: Preya Nixon; Cindy Tzafopoulos
Subject: [External] Public Comment in support of the Vine Trail - Church Street Bike Boulevard

To the City Council:

Chuck McMinn's most recent proposal for a Bike Boulevard on Church Street, with bollards, is a forward thinking solution that I support.

I have closely followed this discussion through the planning process and it is now evident the the Oak Street alternative does not have sufficient citizen traction to be successful, despite Oak Street being a primary Bike Boulevard in our current General Plan. The Mills Lane route cannot be built without voluntary private easement(s), so we can eliminate the Mills Lane option now.

This leaves Church Street as our single and best option for the Vine Trail.

I have been commuting to work by bicycle for 30 years and I can assure you that I will use the Church Street route every day. Let's welcome the Vine Trail to St. Helena and move towards the mandated alternative transportation goals in our General Plan.

Please support the Vine Trail,

Christopher Cole
St. Helena
ckcole@comcast.net

Friends of the Napa River

The community's voice for the protection, restoration, responsible development, and celebration of the Napa River and its watershed through education and advocacy.

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March 21, 2022

St. Helena City Council
City Hall
St. Helena, CA 94574 Via Email

Re: Vine Trail Route, St. Helena

Dear Councilmembers,

We are writing in support of the Napa Valley Vine Trail Coalition's "Resolution", which requests adoption of a clear definition of a route through City of St. Helena.

The Vine Trail Coalition is a private-public partnership constructing a safe pedestrian and cycling route through the Napa Valley for the overall public benefit.

The Coalition depends on government support (ATP grant) to match the significant private support already demonstrated and ongoing.

Adoption by St. Helena City Council, of a clear definition of a route through the City of St. Helena, will help the Vine Trail Coalition attract competitive federal funding (ATP grant) which otherwise would be awarded to some other community that demonstrates a more compelling plan and more public support.

As active members of the Vine Trail Coalition, we urge your support.

Thank you for your kind consideration.

Board of Directors
Friends of the Napa River, Inc.

A "living" Napa River conveys equilibrium and harmony with all that it touches and resonates through the human and natural environment

Cindy Tzafopoulos

From: Gary Fisch <gary@garyswine.com>
Sent: Tuesday, March 22, 2022 10:51 AM
To: CityCouncil; Public Comment
Subject: [External] Napa Valley Vine Trail

Hello,

I hope you are doing well. My name is Gary Fisch and I am the founder and CEO of Gary's Wine & Marketplace, located at 607 Saint Helena Highway. My wife and I also own a home in Saint Helena.

I wanted to write to you in support of the Napa Valley Vine Trail Coalition's latest proposal with regard to a bike route through Saint Helena.

I am excited by the prospect of a safe bicycle and pedestrian route through Saint Helena – I believe it will increase tourism and benefit commerce in town in addition to providing recreational activities for residents and tourists alike.

Please let me know if there is anything I can do to help.

Best,
Gary

Gary Fisch
Founder/CEO
Gary's Wine and Marketplace
www.garyswine.com

Dear Saint Helena City Council,

I'm writing in support of the Vine Trail Coalition's proposed resolution for the Vine Trail's routing through St. Helena and urge you to affirm this resolution in your upcoming meeting.

St. Helena's support of a viable route through the town is critical to the Vine Trail's efforts to secure ATP funding as well as its mission to build a route that serves the local community with a functional path that will most effectively encourage replacing car trips with bike trips (for errands, commuting, etc.).

The proposed resolution defines a clear, safe contiguous route through the city, removes concerns about parking attrition and invites Church Street residents to be involved in the design of the portion of the trail that will be on their street.

I work for the leading bike tour and rental company in Napa Valley and can personally attest to the dramatic increase in recreational visitors the Vine Trail has brought since the Oak Knoll Section opened in 2016.

I would estimate that at least 75% of our rental guests (13,000 last year) choose to plan their bike rides predominantly around the Vine Trail due to hesitance of riding in bike lanes on Hwy. 29 or Silverado Trail.

When the Vine Trail connects Yountville to St. Helena, many of our rental guests will be excited to venture north for the first time. Providing these recreational visitors with a seamless and intuitive continuation of the Vine Trail through the city is vital for rider safety and for inviting visitor commerce to St. Helena's businesses.

The proposed gap solution would have unintended consequences for St. Helena. With no defined trail through the city, bike rental companies such as the one I work for will be forced to create maps to provide visitors with a suggested route through the city along existing streets. We would greatly prefer to be able to send our bike rental guests on a continuous ride along the Vine Trail and feel strongly that St. Helenans will appreciate visitors having a safe, seamless and intuitive path to navigate through the city.

Sincerely,

Kellie Macway | Group Sales & Marketing | (o) 707.947.3018
Napa Valley Bike Tours | #willbikeforwine

Please note my regular days off are Sunday & Monday

Cindy Tzafopoulos

From: Preya Nixon
Sent: Tuesday, March 22, 2022 11:26 AM
To: Cindy Tzafopoulos
Subject: FW: Vine Trail Item 12.1 Old Business

Preya B. Nixon
Assistant to the City Manager
City of St. Helena | City Manager's Office
1572 Railroad Avenue | St. Helena, CA 94574 →*New address*
Direct: (707) 968-2635 | Mobile/Text (707) 320-7904
pnixon@cityofsthelena.org

Wash your Hands | **Wear a Mask** | **Watch your Distance**
Lávese sus manos | Use mascarilla | Mantenga su distancia

From: Ronald Arata <rjarata@hotmail.com>
Sent: Monday, March 21, 2022 8:02 PM
To: Geoff Ellsworth <GEllsworth@cityofsthelena.org>; Paul Dohring <PDohring@cityofsthelena.org>; Anna Chouteau <AChouteau@cityofsthelena.org>; Lester Hardy <LHardy@cityofsthelena.org>; Eric Hall <EHall@cityofsthelena.org>
Cc: Preya Nixon <PNixon@cityofsthelena.org>; publiccomments@cityofsthelena.org
Subject: [External] Vine Trail Item 12.1 Old Business

To all city council members.

St Helena is the only community on the proposed Vine trail that has a proposed route going thru both residential and commercial zones leaving many questions still unanswered regarding the Vine Trail and until they are answered the city council should accept the recommendation of the Transportation, Sustainability and Parks & Recreation Commission of a "stop and shop" option

The vine Trail is only paying for 50% of future Vine Trail maintenance. The Vine Trial is a non-profit, what happens if the Vine Trail ceases operation? Is the city on the hook for 100% of future maintenance? What guarantees are the Vine Trail providing?

.

It my understanding the the Vine Trail has offered indemnity clauses to property owners in exchange for easements. Given the projected "thousands" of users of a Vine trail route thru St. Helena is the city asking for indemnification as well from any liability action against the city as the result of use of the Vine trail?

In the public comments section to both the recent Transportation,Sustainability and Parks and Recreation committee and up coming City Council meeting there were proposals offered by St. Helena residents for alternate routes thru St. Helena. Would it not be prudent to fully explore these options as well before making a
decision?

In a March 1, 2022 letter from Albertsons (Safeway) they asked for information from the city in regards to CEQA requirements, prior to making any decision in regards to easements for Safeway./Smiths Pharmacy parking lot. In the original proposed Church St. route an easement was required to proceed north on Railroad Ave.
Mr. McMinn's letter of March 18, 2022 he outlines adjustments to the original Vine Trail proposal but still has a Class ! route north on Railroad Ave. Has owners of the Safeway/Smiths Pharmacy parking lot provided easements or are they do longer needed for a Class ! route on Railroad Ave.?

I have read several comments that if St. Helena does not select a defined route that grant funding may be in jeopardy for the Yountville to St. Helena section. I think that puts an unfair burden on the city council members. If I have understood correctly from Vine Trail personnel from previous zoom meetings, they have stated that all necessary easement for the entire section from Yountville to St. Helena has been secured. There have been several conversations that say that is not true. There are several landowners for liability reasons, even with offered indemnity clauses that have not given permission for the Vine Trail to cross their property. If this is accurate there is no urgency to select a route thru St. Helena as there will be no completed section from Yountville to St. Helena. I would suggest that the City of St. Helena require documentation from the Vine Trail that all easements required for the Yountville to St. Helena section has been secured. Not in discussion, hopefully so, I think we can secure, but signed, sealed and in hand.

Regards,
Ron Arata

Sent from Mail for Windows

Cindy Tzafopoulos

From: TOM BELT <tmbelt@comcast.net>
Sent: Tuesday, March 22, 2022 12:28 PM
To: Public Comment
Subject: [External] Vine Trail Route

Dear Mayor Ellsworth and City Council Members Chouteau, Dohring, Hall and Hardy

I'm writing to add my opinion to the large number of comments received opposing Church Street as one of the route sections for the Vine Trail. My comments are based upon Church Street being a rather narrow street and the fact that residents living along the street will be subjected to an increase in traffic, loss of privacy and property value.

While I support the idea of the Vine Trail, I agree with other St. Helenan's who have suggested the trail run along St. Helena's wider streets where the negative impacts of traffic will be mitigated. Of the options being considered, my preference would be using Hwy 29 to Sulphur Springs, to Crane, Valley View, east on Spring to Allen St., then east on Madrona and back to Hwy 29.

It would be interesting to consult with real estate agents to obtain their opinions on how the Vine Trail would effect the future property values of the homes located along the route of the trail. Can you imagine trying to sell one's home at an open hose on a weekend when there maybe hundreds of bike riders using the trail on that day?

In conclusion, who among our city council would support the Vine Trail running in front of their home, especially if their home was located on a narrow street?

Respectfully submitted,

Tom Belt

Cindy Tzafopoulos

From: EARLE PRESTEN <presten@comcast.net>
Sent: Tuesday, March 22, 2022 3:43 PM
To: Public Comment
Subject: [External] Vine Trail

Importance: High

Dear City Council Members,

Re: Proposed Vine Trail route through St. Helena

I will not reiterate the numerous letters and suggestions from others who have written to you, but will try to succinctly summarize my thoughts.

Any of the plans for routing the Vine Trail through St. Helena seem fraught with:
* incredible inconvenience to people who live here, especially those who live on the proposed streets
* numerous parking spots would be removed, in a city where parking is already a problem
* expediting a quick route through town will not encourage bicyclists to shop with our downtown merchants, which are already dwindling and suffering
* if whole streets are blocked off, fire, police and first-responders access to victims or problems would be greatly compromised - sometimes with fatal results
* bollards seems almost too ludicrous to even discuss - who controls? what if transponders fail - is there a back-up? what if one neighbor wants them down and another neighbor wants them up - who decides, or does someone make a 911 call and expect the police to decide? they're bulky and when placed on a narrow street like Church how much room anyway will there be for bicyclists? or do they have to go single-file (which they don't seem to like to do)? who pays for the bollards?
* maybe I've missed the conversations around monetary costs to the city - installation, maintenance, responsibility and liability.
* are we having a problem with serious incidents between bicyclists and the rest of us?
* have bicyclists complained about not having a free and clear route through town, with nothing to hinder their journey?
* who/what will be allowed on the Vine Trail? what about strollers and scooters or motorcycles?

Why not have the Vine Trail stop at the south end of town and resume at the north end of town - seems to me I've seen this suggested before? These folks are interested in being outdoors, are presumably healthy and fit enough to bike the length of the valley, why not let them walk

for a bit, enjoy our downtown area (it's only a few blocks), and maybe even leave a few dollars and their good will?
Or - let them ride wherever they want through town and deal with other traffic - cars, buses, trucks, walkers - like the rest of us do as we ride our bikes.

Has anyone done valid traffic (foot, motorized) studies to see for example, how many people actually ride bikes through town? or even just around town? Have the people who use the Vine Trail as it is now (don't see very many), ever been polled for their ideas?

I do not understand why a relatively small number of people can have so much power and influence over so many. I have lived in St. Helena for 50 years, on two of the busiest streets in town (Spring and Pope), and rarely have I/do I ever see more than a handful of bicyclists (other than marathons or group rides). Yet, we have whole blocks of streets where parking is not allowed so there is unobstructed 'road' for bicycles. Many days I do not see any bicyclists - adults or children.

And, a big big question - how much is the Vine Trail going to cost St. Helena - initially and going forward? St. Helena already supposedly does not have enough money to pay to repair our streets and sidewalks - potholes, undulating sidewalks, extremely rough streets, manhole covers that stick up so high they are harmful to tires and suspensions; decrepit water system; gas delivery lines - I could go on, but will spare you.

Thank you for your consideration,
Valerie Presten

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

1572 Railroad Avenue
St. Helena, CA 94574
Phone: (707) 967-2792
Fax: (707) 963-7748

www.cityofsthelena.org

MEMORANDUM

To: St. Helena City Council

From: Ethan Walsh, City Attorney

Date: March 22, 2022

Subject: Responses to March 21, 2022 Safeway Letter

On March 21, 2022, Safeway Inc. ("Safeway"), via its counsel, wrote the City Council to state that it opposes selection of the Church Street alignment of the Napa Valley Vine Trail ("Church Street Alignment"). It contends that the Church Alignment conflicts with the City's General Plan, that the impacts of whatever alignment is chosen for the Vine Trail must be evaluated under the California Environmental Quality Act ("CEQA") before the City Council can discussion and consider the Vine Trail in the City, and finally, that installing bollards on Church Street would violate State law.

Based on review of Safeway's letter, City Staff has the following comments/responses:

- Safeway states "From a timing standpoint, Safeway was advised that the City Council would be selecting a single route for the Vine Trail out of multiple possible options at a Council meeting in late March 2022."

  - This is not correct. As detailed in the Staff Report for the City Council's March 22, 2022 meeting, the **only** potential Council action on the Council's agenda is the discussion and consideration of a preferred alignment of and direction to staff to communicate this consideration with Napa County and the Napa Valley Vine Trail Coalition.

- Safeway states "Coalition representatives stated that the timing of this vote was important because the Coalition was applying for a government grant in June 2022 and the chances of securing this funding were higher if a formal route had been chosen by then."

  - The Coalition's communications with Safeway are outside of the City's scope of knowledge and do not bind the City. As detailed in the Staff Report, Napa County and the Napa Valley Vine Trail Coalition are the entities that will be selecting a Vine Trail alignment through the City, and will conduct the appropriate environmental analysis under CEQA prior to approval of an alignment.

- Safeway states "the Church Street Alignment is inconsistent with the General Plan. First, it states that Figure 5.5 of the City's General Plan, which depicts the City's approved Bicycle Network, includes an alignment for the proposed Napa Valley Vine Trail, and that "no portion of the Vine Trail alignment shown in the General Plan traverses Church Street or is located in close proximity to the Store or Shopping Center." Second, it argues that because Church Street is marked on Figure 5.5 as a proposed Class III bicycle route, which is a route "marked for shared use with motor vehicles" and

it is not identified as one of the “key” north-south routes for bicycle traffic, that it cannot be part of the Vine Trail.

- Figure 5.5, Bicycle Network, of the City’s General Plan includes a note that “*The proposed Napa Valley Vine Trial will include Class 1, Class II and Class III segments.”* As such, Church Street is designated to be a Proposed Class III Bicycle Route in the adopted General Plan. The absence of Church Street from the narrative text on page 5-27 in no way invalidates its future use as a Class III pathway. Further, the City finds that the Church Street Proposed Class III Bicycle Route implements Circulation Element policy CR6.C as it specifically would provide a connection to a local shopping center*: “Develop a plan for all non-motorized vehicles, including bicycles, pedestrians, and scooters. To create a meaningful alternative to automobile usage for short trips, multi-use paths should connect home-to-work or home-to-local shopping locations. Link neighborhoods and commercial areas on a path system and encourage active modes of transportation.”*

- Safeway states “even assuming that the City were a responsible agency in regard to the Vine Trail, the City still cannot legally select the Church Street alignment without the benefit of full CEQA review.” It further states that “[p]roof that the City is being asked to formally commit to the Church Street alignment is evidenced by the Coalition’s March 18, 2022 letter urging the City Council to adopt a ‘strong, specific resolution’ embracing it.”

- The City Council March 22, 2022 Agenda and Staff Report are express: the City is **not** “legally select[ing] the Church Street alignment.” At **most** it is considering a preferred alignment and directing staff to share that information with Napa County and the Napa Valley Vine Trail Coalition. The information **does not, and could not, bind** the County or the Coalition in any manner. As stated in the Staff Report, “[b]ecause the Vine Trail segment known as the St. Helena Vine Trail will also include a portion of trail north of Yountville through Pratt Street located in Napa County, the County will be taking the lead on environmental review of the construction and operation of this segment under [CEQA] seeking funding from the Action Transportation Program’s Recreation Trail Program funds, and considering any approval of this segment.” Further, Safeway’s reference to the Coalition’s March 18, 20221 letter to the Council does not, and could not change the City’s discussion/consideration item into a binding action.

- In the event that the County prepares and adopts/certifies a CEQA document for a segment of the Vine Trail that requires any subsequent approvals from the City, the City will comply with all of CEQA’s requirements with regard to the actions of responsible agencies. In no manner does its discussion/consideration item of March 22, 2022 preclude the City from considering the entirety of whatever CEQA documents that the County prepares and adopts/certified for a segment of the Vine Trail.

- Safeway states that ‘installing bollards on Church Street would violate State law. It notes that “[i]n a March 11, 2022 letter, the Coalition suggests adding retractable bollards on Church Street midway between Hunt Avenue and Church Street. The letter states that the bollards would be in place during daytime hours wherein only residents of Church Street would have unrestricted access to that street. Such a proposal is in plain contravention of State law.”

- Safeway’s objections are not with the City. As Safeway agrees in its letter, the Staff Report already states that “bollards or other measures to close the street to through traffic is highly problematic” and that “such details would need to be discussed and determined during the next phases of design involving broad stakeholder groups.”

Cindy Tzafopoulos

From: Pamela Smithers <psmithrs@comcast.net>
Sent: Tuesday, March 22, 2022 4:44 PM
To: Cindy Tzafopoulos
Subject: [External] public comment: reconsider Oak Ave for VT

Dear Mayor and City Council members,

Thank you for your service to our community. You have a tough decision before you tonight regarding the Vine Trail route through town. I hope you will vote to continue the Vine Trail through St Helena as a Class I path. If Church Street isn't perfect, please take another look at Oak Ave as the route, which will benefit locals immensely. The Vine Trail is not just for tourists! Locals will use bikes for local travel if given safe routes.

Class I paths are guaranteed to make people feel safer on bikes, in fact its the safest type of bike path you can have on a street with vehicles. Many of our streets are already low vehicle volume but Oak Ave is not. This is just the place for Class I path like the Vine Trail.

The chart that shows the ATSC/PRC voting results for the various options has two options for Oak Ave - one starting at Mitchell, one starting at Spring. If you add those two together, Oak Ave had the most votes. Interesting!

Although the Vine Trail designers are bending over backward to find a viable alternative to Oak Avenue due to protests early on in the process, Oak Avenue was originally selected as the route of choice by Vine Trail (and by a previous ATSC) for a number of reasons:

- it doesn't stray too far from the main route
- it is a busy vehicle street which would benefit from a Class I path, making it safe for local bicyclists as a mode of transportation
- it connects schools
- it runs adjacent to businesses which would benefit from the exposure
- it is fairly uncomplicated in terms of engineering, and
- *it is already designated as a bicycle route in our General Plan*

Please vote to continue the Vine Trail through St Helena as a Class I path.

We just have to have safer bicycle routes for the "interested but concerned" rider. Now is the time to take advantage of this opportunity.

Thank you for your service and good luck with your decision making tonight.

Pam Smithers
Former ATSC Chairperson
1819 Vallejo Street, SH

Cindy Tzafopoulos

From: Paul Pelosi <pelosi21@hotmail.com>
Sent: Tuesday, March 22, 2022 4:54 PM
To: Public Comment
Subject: [External] Public comment for 3/22 meeting on Vine Trail

Dear Council Members,
As a resident of Chiles Avenue I strongly urge you to NOT approve the Church Street option for the Vine Trail path through St. Helena tonight.
There has been ZERO outreach in my neighborhood, nor any outreach on Edwards Street, by VTrail personnel to ask what us residents think and feel about the Church Street option.

As an avid cyclist, I am all for getting people on bicycles and out of cars. However, this Church Street option, aka Bicycle Boulevard, doesn't seem fair to the residents of Church Street in particular, but would also include those surrounding blocks close to Church.

Slow down on this decision, more research and outreach MUST be done. Have the VT send a clear detailed map to the residents on the east side of Main Street.

In addition, who will monitor these bollards and transponders 24/7 when they malfunction? Life for Church Street residents will be highly impacted should this option move forward and to say otherwise is not acknowledging reality.

Thank you,
Paul Pelosi
1110 Chiles Avenue

Sent from my iPhone

Report to the City Council
Regular City Council - 22 Mar 2022

Agenda Section: **NEW BUSINESS**

Subject: **Consideration and recommended approval of:**

1. **Resolution approving a Professional Services Agreement with Raftelis Financial Consultants to provide services associated with a Water and Wastewater Rate Study for a total not to exceed amount of $146,310 and a budget increase to 561-43-00-21-45 in the amount of $73,155 utilizing water enterprise fund balance and a budget increase to 571-43-00-21-45 in the amount of $73,155 utilizing wastewater enterprise fund balance; and**
2. **Provide preliminary direction on rate study approach**

CEQA Determination: **Not a CEQA project**

Prepared By: Mandy Kellogg, Asst. Administrative Services Director

Reviewed By: April Mitts, Administrative Services Director

Approved By: James C. McCann, Interim City Manager

BACKGROUND

The City of St. Helena provides water and sewer services for approximately 2,600 residents and businesses both within and outside City limits. The City water and sewer rates are established by City Council.

The purpose of a water and wastewater rate study is to determine the level of funding required over the next five years to ensure that each utility is meeting financial obligations for ongoing operations and maintenance, debt service, and capital improvements while maintaining prudent reserves. Updating the water and wastewater rates to keep up with the rising costs of providing safe and high-quality drinking water and wastewater services is a key component of maintaining the financial viability of the utilities, including maintaining healthy fund balances/reserves for emergencies and applicable bond

covenants, and debt coverage ratios for bond covenants, and strong credit ratings. Updates to the rate study are also necessary to fund investments in infrastructure maintenance and improvements which are mandated or otherwise necessary for safe and efficient operation of the utilities.

California's Proposition 218 requires that rates be equitably apportioned and proportional to the cost of providing services. The water and wastewater rate study conducts a Cost-of-Service analysis, which evaluates the cost of providing water and wastewater and allocates those costs to rate structure components to ensure the proposed rates are aligned with the costs to provide service and that all customer classes are subject to the equitable cost recovery whether they are located inside or outside of City limits.

The City conducted a water and wastewater rate review in 2016 and the City Council adopted its current water and wastewater rates in 2017. The final rate increase approved in the current rate study was implemented in November 2021.

The current rate structure for water services includes a fixed monthly service charge based on meter size and a variable use charge. The fixed monthly charges account for approximately 40% of the revenues, whereas the variable use charge accounts for the remaining 60%. The structure utilizes seasonal rates rather than tiered rates that increase the use charge as customers use higher amounts of water. All customers pay the same usage rates per One Hundred Cubic Feet (HCF) for water use. Additionally, HCF rates vary between off-peak (November - April) and peak (May - October) seasons. The peak rate is higher than the off-peak rate to reflect additional costs of water operations during the peak period.

The current water rate structure includes a drought-period surcharge. When the City implements Phase 1 drought restrictions, or higher, the drought rates go into effect. Drought rates are only applied to use charges and do not impact the base fees.

The current rate structure for wastewater services include a fixed monthly service charge based on meter size and a variable sewer commodity charge that bases rates on typical flow and characteristics of each customer type. Residential, Multi-family dwellings, and Mobile Home parks' sewer commodity fee is determined by average winter water use to exclude water that does not go the wastewater treatment plant (applied outdoors or otherwise does not enter the sewer collection system). Nonresidential customers' sewer commodity is determined by actual water use per billing period.

DISCUSSION

On Friday, December 3, 2021, the City released a Request for Proposals (RFP) for professional services to complete an updated Water and Wastewater Rate study. The RFP closed on Friday, January 21, 2022. The City received a total of eight proposals and completed the review and selection process as follows:

1. A review committee consisting of the two Water Ad Hoc Council members, two City employees, and one member of the public reviewed all proposals received, the initial review was completed individually.
2. On February 2, 2022, the review committee met to discuss each proposal and provided direction to move forward with interviewing the top three firms.
3. Interviews took place on Friday, February 11, 2022 and on Monday, February 14, 2022.
4. On Thursday, February 17, 2022, the review committee met with the City attorney and Proposition (Prop) 218 attorney to further review and discuss the qualifications of the three top firms.
5. On Thursday, February 24, 2022, a follow-up meeting of the review committee was held to further discuss and solidify the recommended rate consultant.
6. On Monday, February 28, 2022, Staff worked with the recommended rate consultant for the final contract for presentation to City Council for award of contract.

Based on the proposal, consultant's relevant experience, capacity for public engagement, references and interview, staff has selected Raftelis. Raftelis is one of the largest firms in California and the country specializing in financial, rate, and management consulting for water, wastewater, and stormwater utilities. Raftelis has assisted numerous agencies in California implementing conservation-based rate structures, with special consideration for climate variation, cyclical drought conditions, and long-term passive conservation.

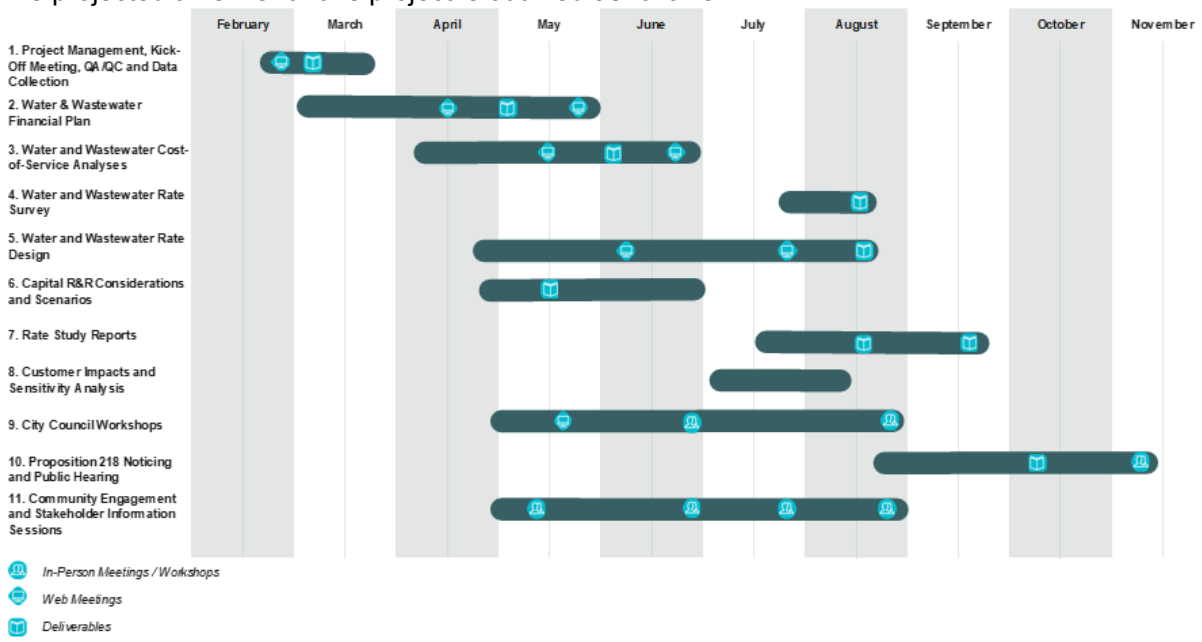
The scope of work for this project includes the following tasks:

- Task 1: Project Initiation, Management, and Data Collection. Public input and engagement will be sought at this initial stage, as well as throughout the rate study process during public outreach and workshops identified in the project tasks.
- Task 2: Financial Plan Development for Water and Wastewater Services - This will include creation of a model to examine the utilities' 10-year financial plan to determine additional revenue required to ensure the financial integrity of the City's water and wastewater enterprise funds.
- Task 3: Cost-of-Service Analysis - This analysis will determine updated cost allocations to the City's utility systems to ensure costs are fairly recovered across user classes.
- Task 4: Rate Survey - This survey will provide a comparative rate analysis of comparable communities.
- Task 5: Rate Design - Rate models will be developed with flexibility to compare the current rate structures with proposed alternatives.
- Task 6: Capital Renewal & Replacement (R&R) Considerations and Scenarios - Alternative capital financing strategies will be developed to allow the City best meet its fiscal and public policy objectives.
- Task 7: Rate Study Report - This report will document the methodology used to calculate the City's water rates and demonstrate conformance with cost-of-

service principles, developed with the legal requirements of Proposition 218, and guidance from the City's legal counsel.

- Task 8: Customer Impacts and Sensitivity Analysis - The customer impact analysis will include data that shows projected rate impacts by customer class at various levels of usage.
- Task 9: City Council Workshops - This task will include three Rate Workshops.
- Task 10: Proposition 218 Noticing and Public Hearing
- Task 11: Community Engagement and Stakeholder Information Sessions - This task will include four community meetings conducted in an Open House format and one virtual community meeting.

The projected timeline for this project is outlined as follows:



In addition to the approval of the agreement with Raftelis and allocation of funds for the study, staff is seeking preliminary Council direction on certain aspects of the rate study approach. While this is not an exhaustive list, initial elements identified tonight for consideration include the following:

- Interest in development of a tiered water rate structure.
- Interest in exploring different rate structures based on location, including (a) rate surcharges for customers served in locations that require pumping to benefit a defined area, (b) sourced-based rate tiers based on the differences in cost between the three water sources providing water to the system, (c) peaking-factor rate tiers based on the differences in costs generated by peak-demand factors, (d) distance-based rates related to distance from key service points, such

as the water treatment plant or the corporation yard, (e) location-based rates that distinguish between customers located inside the city limits and those located outside the city limits if the cost of recovery analysis supports this structure.
- Interest in having the consultants initial task amended to include a preliminary report regarding different rate structures of interest to the City Council, and attendance at one City Council meeting to discuss the recommendations.
- Interest in the formation of a Water and Wastewater Advisory Committee to provide feedback on the draft rate study prior to a decision by the City Council - and direction as to whether the Advisory Committee meetings should be included in the three meetings identified in Task 9 or should be part of a separate, additional task.

Additionally, it is important to note the following:

- The list above is not exhaustive and, as the rate study progresses, additional decision points will be brought to City Council for consideration.
- Any recommended rate study approaches will be vetted through the rate consultant as well as the City's attorney and Prop 218 attorney to verify compliance with the requirements of Prop 218.
- There may be additional costs incurred due to changes to the scope of work as a result of City Council direction or additions made during the progression of the rate study.

FISCAL IMPACT

The total fiscal impact is $146,310.00, which will utilize $73,155 from Fund 561 - Water Enterprise and $73,155 from Fund 571 - Wastewater Enterprise fund balances. The updated estimated Water fund balance will be 37% and the estimated Wastewater fund balance will be 25%.

RECOMMENDED ACTION

Adopt the attached resolution and provide preliminary Council direction on certain aspects of the rate study approach.

ATTACHMENTS

Resolution Raftelis PSA Water and Wastewater Rate Study
Attachment 1 - PSA Raftelis Water and Wastewater Rate Study
Exhibit A - Raftelis - Proposal

CITY OF ST. HELENA

RESOLUTION NO. 2022-__

Resolution approving a Professional Services Agreement with Raftelis Financial Consultants to provide services associated with a Water and Wastewater Rate Study for a total not to exceed amount of $146,310.00 and a budget increase to 561-43-00-21-45 in the amount of $73,155 utilizing water enterprise fund balance and a budget increase to 571-43-00-21-45 in the amount of $73,155 utilizing wastewater enterprise fund balance.

RECITALS

A. The City of St. Helena supplies water and sewer services for approximately 2,600 residents and businesses both within and outside City limits. The City water and sewer rates are established by City Council; and

B. The purpose of a water and wastewater rate study is to determine the level of funding required over the next five years to ensure that each utility is meeting financial obligations for ongoing operations and maintenance, debt service, and capital improvements while maintaining prudent reserves; and

C. Updating the water and wastewater rates to keep up with the rising costs of providing safe and high-quality drinking water and wastewater services is a key component of maintaining the financial viability of the utilities, including maintaining healthy fund balances/reserves for emergencies and applicable bond covenants, and debt coverage ratios for bond covenants, and strong credit ratings; and

D. Updates to the rate study are also necessary to fund investments in infrastructure maintenance and improvements which are mandated or otherwise necessary for safe and efficient operation of the utilities; and

E. The City conducted its last water and wastewater rate study in 2016 and the final rate increase approved in the current rate study was implemented in November 2021; and

F. In December 2021, the City released a Request for Proposals (RFP) for professional services to complete an updated Water and Wastewater Rate study; and

G. The City received a total of eight proposals, which were reviewed by a selection committee consisting of the two Water Ad Hoc Council members, two City employees, and one member of the public; and

H. Based on the proposal, consultant's relevant experience, capacity for public engagement, references and interview, staff has selected Raftelis Financial Consultants.

RESOLUTION

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

1. Authorize the City Manager to execute a Professional Services Agreement with Raftelis Financial Consultants for services associated with a Water and Wastewater Rate Study for a total not to exceed amount of $146,310.00; and

2. Authorize a Water Fund budget increase of $73,155 to 561-43-00-21-45; and

3. Authorize use of Water Operations Fund balance of $73,155; and

4. Authorize a Wastewater Fund budget increase of $73,155 to 571-43-00-21-45; and

5. Authorize use of Wastewater Fund Balance in the amount of $73,155

Approved at a Regular Meeting of the St. Helena City Council on March 22, 2022, by the following vote:

Mayor Ellsworth:

Vice Mayor Dohring:

Councilmember Chouteau:

Councilmember Hall:

Councilmember Hardy:

APPROVED: ATTEST:

_____ _____

Geoff Ellsworth, Mayor Cindy Tzafopoulos, City Clerk

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT, made and entered into on March 22, 2022 by and between the City of St. Helena, located in the County of Napa, State of California (City), and Raftelis Financial Consultants (Consultant).

RECITALS:

A. City desires to employ Consultant to furnish professional services in connection with the project described as Water and Wastewater Rate Study.

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

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

SECTION 1 – BASIC SERVICES

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

SECTION 2 – ADDITIONAL SERVICES

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

SECTION 3 – TIME FOR COMPLETION

The time for completion of Services shall be as identified in **Exhibit A, "Scope of Services"**. The parties expressly agree that time is of the essence in the performance of this Agreement.

SECTION 4 – COMPENSATION AND METHOD OF PAYMENT

A. Subject to any limitations set forth in this Agreement, City agrees to pay consultant the amount specified in Exhibit A, "Compensation" attached hereto and made a part hereof. Total compensation shall not exceed $146,310.00 unless additional compensation is approved in accordance with Section 2.

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

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

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

SECTION 5 – STANDARD OF PERFORMANCE

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

B. In order to induce City to enter into this Agreement, Consultant represents that it is duly organized, existing and in good standing under applicable state law; Consultant is licensed to perform all aspects of the Services; Consultant will employ only persons and Subconsultants with all required licenses and certifications; that Consultant is duly qualified to conduct business in the State; that Consultant has duly authorized the execution, delivery and performance of this Agreement and the Services to be performed herein; and that the Agreement does not violate or create a default under any instrument, agreement, order or decree binding on Consultant.

SECTION 6 – INSPECTION AND FINAL ACCEPTANCE

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

SECTION 7 – INSURANCE REQUIRED

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

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

B. Minimum Limits of Insurance. Consultant shall maintain limits no less than:
   1. General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage including operations, products and completed operations, as applicable. If Commercial General Liability Insurance or other form with a General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
   2. Automobile Liability: $1,000,000 per accident for bodily injury and property damage.
   3. Employer's Liability: $1,000,000 per accident for bodily injury or disease.

C. Professional Liability Insurance. When Consultant under this Agreement is duly licensed under California Business and Professions Code as an architect, landscape architect, environmental engineer or other professional engineer, or land surveyor ("design professional"), Consultant shall maintain at least $2,000,000 of professional liability insurance. When Consultant is not a design professional, Consultant shall maintain at least $1,000,000 of professional liability insurance combined single limit for each occurrence, insuring against professional errors and omissions in the Services performed by Consultant under this Agreement, including, without limitation, claims for negligence, misrepresentation, violation of good faith and fair dealing, and inaccurate advise arising out of, resulting from, or in connection with Services performed by Consultant under this Agreement.

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

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

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

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

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

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

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

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

SECTION 8 – INDEMNIFICATION

A. To the fullest extent allowed by law (including without limitation California Civil Code Sections 2782 and 2782.8), as may be applicable, Consultant shall indemnify, defend, and hold harmless City, its agents, officers, officials, employees, representatives, and volunteers from claims, demands, suits, loss, damages, injury, and/or liability (including any and all costs and expenses in connection therewith, including legal fees and expert witness costs) (collectively,

"Liabilities"), caused by the negligent or otherwise wrongful act or omission of Consultant, its officers, agents, employees, subconsultants, and subcontractors, or any of them, under or in connection with this Agreement; and Consultant agrees at its own cost, expense and risk to defend claims, actions, suits, or other legal proceedings brought or instituted against City, its agents, officers, officials, employees and volunteers, or any of them, caused by such negligent or otherwise wrongful act or omission, and to pay and satisfy any resulting judgments.

B. When Consultant under this Agreement is duly licensed under California Business and Professions Code as an architect, landscape architect, professional engineer, or land surveyor (i.e., a "design professional," pursuant to Civil Code § 2782.8(c)), the provisions of this section regarding Consultant's duty to defend and indemnify apply only to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant.

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

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

E. Duty to Cooperate. Each party shall notify the other party immediately in writing of any claim or damage related to activities or Services performed under this Agreement. The parties shall cooperate with each other in the investigation and disposition of all Liabilities arising out of the activities or Services under this Agreement.

F. In the event that Consultant executes any subconsulting agreements in connection with the Services performed under this Agreement, Consultant shall place in all such subconsulting agreements, and cause its subconsultants to agree to, the indemnity and insurance obligations in favor of City and other Indemnitees, as provided herein, in the exact form and substance of those contained in this Agreement.

SECTION 9 – INDEPENDENT CONTRACTOR STATUS

A. Consultant is and shall at all times remain a wholly independent contractor and not an officer, employee or agent of City. Consultant shall have no authority to bind City in any manner or to incur an obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City.

B. The personnel performing the Services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall have control over the conduct of Consultant or any of Consultant's officers, employees or agents, except as

set forth in this Agreement. Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's officers, employees or agents are in any manner officials, officers, employees or agents of City.

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

SECTION 10 – CONFLICTS OF INTEREST AND ANTI-FRAUD AND ANTI-CORRUPTION POLICIES

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

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

C. Consultant understands and acknowledges City maintains an anti-fraud and anti-corruption policy to protect the City, its operations, and its employees from and against financial risks, operational breaches, and unethical, fraudulent and corrupt activities. Consultant represents and warrants that Consultant, its subcontractor(s) / subconsultant(s) and their respective employees providing Services pursuant to the Agreement are (1) in good standing; (2) have not been previously investigated, convicted, or debarred for fraudulent or corrupt activities; (3) will not participate in fraudulent or corrupt activities, and (4) will take steps to ensure that its employees and subcontractor(s) / subconsultant(s) employees do not participate in any fraudulent or corrupt activities. Consultant acknowledges and agrees further that it has a duty to and will report to City any information or incident(s) about possible fraudulent or corrupt activities Consultant may discover, and will cooperate in any fraud or corruption investigation conducted, with respect to Consultant's service provided pursuant to this Agreement.

SECTION 11 – OWNERSHIP OF DOCUMENTS

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

SECTION 12 – CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION

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

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

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

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

SECTION 13 – SUSPENSION OF WORK

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

SECTION 14 – COMPLIANCE WITH LAW

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

SECTION 15 – COMPLIANCE WITH CIVIL RIGHTS

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

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

B. Nondiscrimination Civil Rights Act of l964. Consultant will comply with all federal regulations relative to nondiscrimination to federally-assisted programs.

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

SECTION 16 – COMPLIANCE WITH CALIFORNIA LABOR CODE REQUIREMENTS

A. Consultant is aware of the requirements of California Labor Code Sections 1720 et seq. and 1770 et seq., which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects ("Prevailing Wage Laws"). If the services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. It shall be mandatory upon the Consultant and all subconsultants to comply with all California Labor Code provisions, which include but are not limited to prevailing wages (Labor Code Sections 1771, 1774 and 1775), employment of apprentices (Labor Code Section 1777.5), certified payroll records (Labor Code Sections 1771.4 and 1776), hours of labor (Labor Code Sections 1813 and 1815) and debarment of contractors and subcontractors (Labor Code Section 1777.1). The requirement to submit certified payroll records directly to the Labor Commissioner under Labor Code section 1771.4 shall not apply to work performed on a public works project that is exempt pursuant to the small project exemption specified in Labor Code Section 1771.4.

B. If the services are being performed as part of an applicable "public works" or "maintenance" project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants performing such services must be registered with the Department of Industrial Relations. Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants, as applicable. Notwithstanding the foregoing, the contractor registration requirements mandated by Labor Code Sections 1725.5 and 1771.1 shall

not apply to work performed on a public works project that is exempt pursuant to the small project exemption specified in Labor Code Sections 1725.5 and 1771.1.

C. This Agreement may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements. Any stop orders issued by the Department of Industrial Relations against Consultant or any subcontractor that affect Consultant's performance of services, including any delay, shall be Consultant's sole responsibility. Any delay arising out of or resulting from such stop orders shall be considered Consultant caused delay and shall not be compensable by the City. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents free and harmless from any claim or liability arising out of stop orders issued by the Department of Industrial Relations against Consultant or any subcontractor.

SECTION 17 – AUDIT AND INSPECTION OF RECORDS

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

B. Consultant shall maintain all documents and records prepared by or furnished to Consultant during the course of performing the Services for at least three (3) years following completion of the Services. Such records include, but are not limited to, correspondence, internal memoranda, technical reports and investigations, calculations, books and accounts, accounting records documenting its work under its Agreement, and invoices, payrolls, records and all other data related to matters covered by this Agreement.

C. Consultant shall permit City to audit, examine and make copies, excerpts and transcripts from such records, and the Consultant shall in no event dispose of, destroy, alter, or mutilate said books, records, accounts, and data in any matter whatsoever for three (3) years after City makes the final or last payment or within three (3) years after any pending issues between City and Consultant with respect to this Agreement are closed, whichever is later.

SECTION 18 – LIMITATION OF LIABILITY

A. Consultant agrees that any liability of City arising in connection with this Agreement shall be limited exclusively to the City-entity identified as the "City" under this Contract. Under no circumstance shall any other City-entity be liable to Consultant under any theory, whether in contract, tort, or otherwise, and Consultant waives unconditionally any such claims. Consultant hereby waives and release other City-entites from any liability under this Agreement.

B. Notwithstanding any other provision of this Agreement, in no event shall City be liable, regardless of whether any claim is based on contract or tort, for any special, consequential, indirect or incidental damages, including, but not limited to, lost profits or revenue, arising out of or in connection with this Agreement or the Services performed hereunder.

SECTION 19 – COOPERATION BY CITY

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

SECTION 20 – NOTICES

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

To City: City Manager
1572 Railroad Avenue
St. Helena, California 94574

To Consultant: Jim Armstrong, Principal Consultant
445 S. Figuero Street, Suite 1925
Los Angeles, CA 90071
jarmstrong@raftelis.com

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

SECTION 21 – TERMINATION

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

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

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

SECTION 22 – ATTORNEYS' FEES

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

may be entitled. In addition, any legal fees, costs and expenses incurred to enforce the provisions of this Agreement shall be reimbursed to the prevailing party.

SECTION 23 – ENTIRE AGREEMENT

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

SECTION 24 – SUCCESSORS AND ASSIGNS

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

SECTION 25 – CONTINUITY OF PERSONNEL

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

SECTION 26 – DEFAULT

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

SECTION 27 – WAIVER

Waiver by any party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision, or a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work or Services by Consultant shall not constitute a waiver of any of the provisions of this Agreement.

SECTION 28 – LAW TO GOVERN; VENUE

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

SECTION 29 – SEVERABILITY

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

SECTION 30 – THIRD PARTY BENEFICIARIES

Consultant's subconsultants shall agree to be bound to the terms of the Agreement to the extent of their scope of Services, including but not limited to, terms regarding indemnity and dispute resolution, and shall agree that City is deemed an express third party beneficiary of their subconsultant agreements. Nothing contained in this Agreement, however, shall operate to confer such or similar rights or benefits on persons or entities not party to this Agreement.

SECTION 31 – STATUTES OF LIMITATION

As between the parties to this Agreement, any applicable statute of limitations for action arising out of, pertaining to, or relating to any act or failure to act in connection with this Agreement shall commence to run on the date of City's issuance of the final Certificate for Payment, or termination of this Agreement, whichever is earlier, except for latent defects and/or deficiencies, for which the applicable statute of limitation shall begin to run upon discovery of the defect and/or deficiency and its cause.

SECTION 32 – SPECIAL PROVISIONS

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

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

Consultant:

By: Elaine V. Conti
Name: Elaine V. Conti
Title: Executive Vice President

City:

By: _____
Name: James McCann
Title: Interim City Manager

Approved as to Form:

By: _____
Name: Ethan Walsh
Title: City Attorney

EXHIBIT A

RAFTELIS

City of St. Helena

Water and Wastewater Rate Study

PROPOSAL / JANUARY 21, 2022



Diversity and inclusion are an integral part of Raftelis' core values.

We are committed to doing our part to fight prejudice, racism, and discrimination by becoming more informed, disengaging with business partners that do not share this commitment, and encouraging our employees to use their skills to work toward a more just society that has no barriers to opportunity.

REGISTERED MUNICIPAL ADVISOR

Raftelis is registered with the U.S. Securities and Exchange Commission (SEC) and the Municipal Securities Rulemaking Board (MSRB) as a Municipal Advisor.

Registration as a Municipal Advisor is a requirement under the Dodd-Frank Wall Street Reform and Consumer Protection Act. All firms that provide financial forecasts that include assumptions about the size, timing, and terms for possible future debt issues, as well as debt issuance support services for specific proposed bond issues, including bond feasibility studies and coverage forecasts, must be registered with the SEC and MSRB to legally provide financial opinions and advice. Raftelis' registration as a Municipal Advisor means our clients can be confident that Raftelis is fully qualified and capable of providing financial advice related to all aspects of financial planning in compliance with the applicable regulations of the SEC and the MSRB.

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Exceptions

Photo on cover courtesy of James Daisa (Flickr)

RAFTELIS

January 21, 2022

Ms. Mandy Kellogg
Assistant Administrative Services Director
City of St. Helena
1572 Railroad Avenue
St. Helena, CA 94574

Subject: Proposal for Water and Wastewater Rate Study

Dear Ms. Kellogg:

Raftelis is pleased to submit this proposal to conduct a Water and Wastewater Cost of Service and Rate Design Study for the City of St. Helena (City). We believe that our unique combination of qualifications, resources, experience, and familiarity with the City will ensure a value-added project that will benefit the City and its ratepayers.

As the largest firm in California and the country specializing in financial, rate, and management consulting for water, wastewater, and stormwater utilities, Raftelis is confident in our ability to develop optimal rate structures and deliver a sustainable financial plan that satisfies the requirements of Proposition 218. We have assisted numerous agencies in California and across the United States with successfully implementing conservation-based rate structures, with special consideration for climate variation, cyclical drought conditions, and long-term passive conservation. The proposed Raftelis team has completed similar rate studies for many California agencies, including the City of Camarillo, Mammoth Community Water District, Montecito Water District, Soquel Creek Water District, and the City of Ventura.

A primary study objective is to show the nexus between the costs incurred by the City and the proposed rates and fees paid by its customers. The nexus between rates and costs incurred is critical to develop and propose alternative rate structures and must consider long-term baseline customer demands, legislated conservation mandates, heightened awareness of local water supply challenges, and increased scrutiny of water rates from the public at large. Upon completion of the City's financial plan and rate model development, it is vitally important to present the study in a clear and transparent report. Our reports walk the reader through the numbers from budget to final rates to tell the rate story, consistent with the requirements for an administrative record, to defend the proposed rates should there be a subsequent legal challenge. The Study Report will present proposed rates and any structural changes in an easy-to-understand format leading to public understanding, support, and improved defensibility.

To assist the City with this project, we have assembled the core team that has recently assisted with the water shortage emergency project. The proposed team has extensive experience, firm knowledge of the City, substantial community outreach success, and a reputation for quality service. I will serve as Project Director and be responsible for the project's success to your satisfaction. I have nearly 40 years of experience in California municipal government management, including serving as the City Administrator for the City of Santa Barbara and the City Manager of the City of Fullerton. Kevin Kostiuk will serve as Project Manager and the main point of contact for the consultant team, managing the day-to-day aspects of the project and ensuring it stays on schedule, on budget, and effectively meets the City's objectives. Kevin has 13 years of professional experience with a focus on water cost of service, drought rate modeling, and alternative water rate structures. Sudhir Pardiwala PE, will serve as Technical Reviewer. With over 40 years of industry experience,

including work on approximately 300 financial studies for water and/or wastewater utilities, Sudhir will provide insights into a variety of cost of service and rate-setting matters. Additionally, Sudhir is a licensed Professional Engineer in California and is registered with the Securities and Exchange Commission as a Municipal Advisor Representative.

In addition to the project team, we will have access to Raftelis' skilled California and national consultants to conduct analyses and prepare deliverables. With more than 130 consultants, these staff have varied backgrounds in environmental science, engineering, finance, accounting, economics, data science, local government, utility management, and communications.

Our proposed hours and fee proposal assumes a substantial number of individual, onsite meetings. Depending on the direction of the pandemic, the City's willingness to hold virtual meetings, and/or the ability to consolidate onsite meetings over multiple days, we would be glad to revisit our proposal and identify areas for cost savings.

Raftelis is excited to have the opportunity to assist the City with this critical study. If you have any questions, please don't hesitate to contact us.

Jim Armstrong, Project Director
Phone: 805.886.9688 / Email: jarmstrong@raftelis.com

Kevin Kostiuk, Project Manager
Phone: 213.262.9309 / Email: kkostiuk@raftelis.com

Sincerely,



Principal Consultant

WHO IS

Raftelis

HELPING LOCAL GOVERNMENTS AND UTILITIES THRIVE

Local government and utility leaders partner with Raftelis to transform their organizations by enhancing performance, planning for the future, identifying top talent, improving their financial condition, and telling their story. We've helped more than 600 organizations in the last year alone. We provide trusted advice, and our experts include former municipal and utility leaders with decades of hands-on experience running successful organizations. People who lead local governments and utilities are innovators—constantly seeking ways to provide better service to the communities that rely on them. Raftelis provides management consulting expertise and insights that help bring about the change that our clients seek.

Firm Information

Size of the Firm: Raftelis has 14 offices located strategically across the U.S., including two offices in California

Size of the Firm's Staff: 162 employees, including 139 consultants

Location of Office Performing the Engagement: 445 S. Figueroa Street, Suite 1925, Los Angeles, CA 90071

+ VISIT **RAFTELIS.COM** TO LEARN MORE

We believe that Raftelis is the *right fit* for this project. We provide several key factors that will benefit St. Helena and help to make this project a success.

RESOURCES & EXPERTISE - Specialized and highly experienced utility rate consultants that all stakeholders can have confidence in. With more than 130 consultants, Raftelis has the largest water-industry financial and rate consulting practice in the nation. Our depth of resources will allow us to provide the City with the technical expertise necessary to meet your objectives. In addition to having many of the industry's leading rate consultants, we also have experts in key related areas, like stakeholder engagement and data analytics, to provide additional insights as needed.

DEFENSIBLE RECOMMENDATIONS - Industry knowledge to ensure methodologies reflect best practices. Our senior staff is involved in shaping industry standards by chairing various committees within the American Water Works Association (AWWA) and the Water Environment Federation (WEF). Raftelis' staff members have also co-authored many industry-standard books regarding utility finance and rate setting. Being so actively involved in the industry will allow us to keep the City informed of emerging trends and issues and to be confident that our recommendations are insightful and founded on sound industry principles. In addition, with Raftelis' registration as a Municipal Advisor, you can be confident that we are fully qualified and capable of providing financial advice related to all aspects of utility financial planning in compliance with federal regulations.

HISTORY OF SIMILAR SUCCESSES - A long history of project experience to ensure successful execution. Raftelis staff has assisted 1,000+ utilities throughout the U.S. with financial and rate consulting services with wide-ranging needs and objectives. Our extensive experience will allow us to provide innovative and insightful recommendations to the City and will provide validation for our proposed methodology ensuring that industry best practices are incorporated.

USER-FRIENDLY MODELING - Powerful and easy-to-use tools for ongoing financial management success. Raftelis has developed some of the most sophisticated yet user-friendly financial/rate models available in the industry. Our models are tools that allow us to examine different policy options and cost allocations and their financial/customer impacts in real time. Our models are non-proprietary and are developed with the expectation that they will be used by the client as a financial planning tool long after the project is complete.

EXPERTS ON CALIFORNIA REGULATORY REQUIREMENTS - This expertise will allow the City to be confident that our recommendations take into account all of these regulatory requirements. The regulatory environment in California has become more stringent due to Proposition 218. Besides developing well-thought-out financial plans, Raftelis staff members are very knowledgeable about these regulations and have made presentations on this subject at various industry conferences. In addition, we are frequently called on to be expert witnesses regarding these regulatory matters.

How we stack up

28 years serving the public sector

OUR TEAM INCLUDES

130+ consultants focused on finance/management/communication/technology for the public sector

5 chairs & **20** members of AWWA and WEF utility finance and management committees and subcommittees

& the Immediate Past-President of AWWA

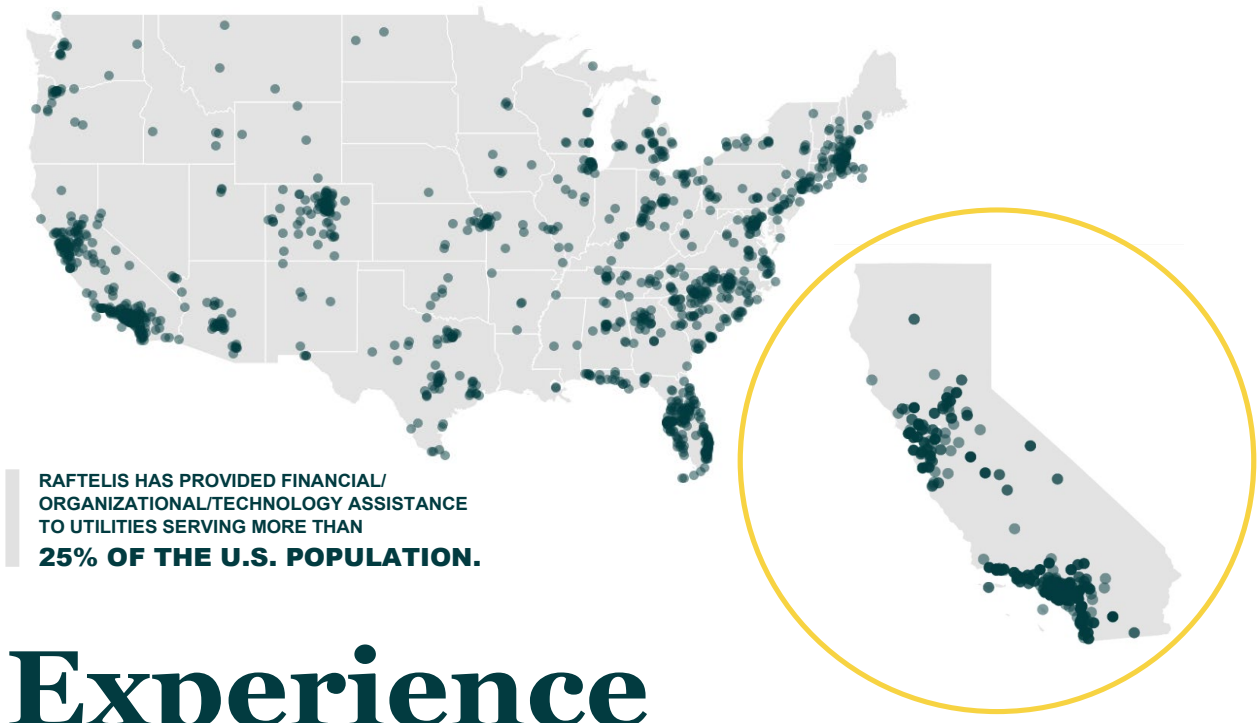
RAFTELIS HAS PROVIDED ASSISTANCE FOR

1,200+ public agencies and utilities

that serve more than **25%** of the U.S. population

including the agencies serving **38** of the nation's 50 largest cities

in the past year alone, we worked on **1,000+** projects for **600+** agencies in **46** states



RAFTELIS HAS PROVIDED FINANCIAL/ ORGANIZATIONAL/TECHNOLOGY ASSISTANCE TO UTILITIES SERVING MORE THAN **25% OF THE U.S. POPULATION.**

Experience

RAFTELIS HAS THE MOST EXPERIENCED PUBLIC UTILITY FINANCIAL AND MANAGEMENT CONSULTING PRACTICE IN THE NATION.

Our staff has assisted more than 1,200 public agencies and utilities across the U.S., including some of the largest and most complex agencies in the nation. In the past year alone, Raftelis worked on more than 900 financial, organizational, and/or technology consulting projects for over 600 agencies in 44 states, the District of Columbia, and Canada. Here, we have provided descriptions of projects that we have worked on that are similar in scope to the City's project. We have included references for each of these clients and urge you to contact them to better understand our capabilities and the quality of service that we provide.

Montecito Water District CA

Reference: Nicholas Turner, PE, General Manager
583 San Ysidro Road, Santa Barbara CA, 93108
P: 805.969.2271 / E: nturner@montecitowater.com

Total Hours: 457 hours
Date of Engagement: 2019-2020
Partners: None
Final Report: Click here

Scope of Work: The Montecito Water District (MWD) provides water service to residential and agricultural users in coastal Santa Barbara County. This coastal community has reduced its reliance on imported water sources by investing in

the neighboring municipality's desalination plant. This change modified the cost structure paid by customers while improving reliability of service. The District now has a wide variety of source waters including groundwater, local surface water, State Project water, and contracted desalination water.

The District hired Raftelis in late 2019 to provide rate-setting, communications, and other services to the District. The 2020 rate study included restructuring of the District's water rates and inclusion of the water supply agreement for desalination water into the District's cost structure. Beginning in December 2019 Raftelis conducted multiple workshops with the Board of Directors to develop a rate and policy framework to determine how costs are allocated and recovered from their numerous customer classes and water users. The updated rate structure addresses the Board's policy objectives and better reflects the District's customer demographics and water demand patterns. Final rates were presented to the Board in April 2020 with a Proposition 218 Public Hearing in June 2020, with simultaneous adoption of the water supply agreement with the City of Santa Barbara. The first of five years of rates was implemented on July 1, 2020.

The rate study included working with the District's Public Information Officer to develop outreach materials, create a stakeholder engagement and communications plan, and assist with public meetings. Raftelis' creative services developed mailers, the Proposition 218 public notice, standalone infographics, and presentation materials for the District. Matt Wittern managed the implementation of a strategic communications plan that included development of a variety of communication tools and pieces that effectively made the case for why the changes planned will provide long-term community benefits.

Subsequent to the rate study, Raftelis engaged the District to complete a staffing survey for the District's personnel based on local, regional, and national peers and industry trends. Raftelis has again been retained by the District to develop a long-range financial plan to evaluate future capital repair and replacement program scenarios.

City of San Buenaventura (Ventura Water) CA

Reference: Susan Rungren, General Manager
336 Sanjon Road, Ventura, CA 93002
P: 805.652.4523 / E: srungren@cityofventura.ca.gov

Total Hours: 359 hours (original budget)
Date of Engagement: 2020-21
Partners: None
Final Report: Click here

Scope of Work: Raftelis provides water, wastewater, and recycled water rate services for the City of Ventura (City). The City is under a federal Consent Decree order that requires the City to change the process and point of discharge for wastewater effluent, currently discharged to the local estuary. The improvements necessary, when coupled with an advanced water treatment plant to produce raw water for the water utility, is estimated at more than $280 million, for which the City is now beginning financing discussions.

The most recent five-year rate study was conducted over the course of 2020 and 2021. The goal of the study was to develop a 10-year financial plan to sustainably fund the City's capital program, including the $280 million indirect potable reuse (IPR) project; as well as to revise the water and wastewater rate structures to incentivize conservation, maximize affordability for essential water use, and maintain revenue stability. The study included a comprehensive review of the City's revenue requirements and allocation methodology, review of the City's user classifications, water demand patterns, cost of service analyses for three utility services, and rate design for City users. The study included nearly a dozen meetings with the City Water Commission, a citizen advisory group charged as policymakers by the City Council.

Through a collaborative process, buy-in was achieved for a recommendation providing five years of rates (the maximum period allowable by law), revised rate structures, and reasonable cost allocations between the City's utility enterprise funds. The recommended rates were implemented in July of 2021. Raftelis is under contract with the city for a capacity fee study and finance support. Raftelis has also completed a drought study for various stages of conservation and targeted cutbacks of water required by the state and the City in a prior drought.

City of Camarillo CA

Reference: Mark S. Uribe, Director of Finance
601 Carmen Drive, Camarillo, CA 93010
P: 805.388.5358 / E: muribe@cityofcamarillo.org

Total Hours: 544 hours
Date of Engagement: Ongoing (Annual)
Partners: None
Final Report: Click here

Scope of Work: The City of Camarillo (City) originally engaged Raftelis in 2011 to conduct a comprehensive water and wastewater rate study to independently assess and evaluate existing water and wastewater rates for compliance with industry standards and California regulations, and to develop a financial plan to ensure financial sufficiency while minimizing rate impacts to the greatest degree possible. The study included a comprehensive review of the water and wastewater enterprises' revenue requirements, a review of the City's user classification and usage patterns, a cost-of-service analysis, the development of water and wastewater connection fees, the design of water and wastewater rates, and the analysis of customer impacts along with a rate survey of neighboring agencies.

The City relies heavily upon imported water and has experienced a reduction of its groundwater allocation within the Fox Canyon Basin due to saltwater intrusion. To help mitigate the impacts from drought and increasing source costs, the City has developed a recycled water system to provide non-potable supply to irrigators and other non-residential accounts within the service area. In 2015, Raftelis developed a financial plan for the new recycled water enterprise. As part of the Study, Raftelis conducted a cost-of-service analysis and developed recycled water rates. Recycled water rates were adopted by City Council, in conjunction with potable rates, in July 2016.

The City adopts rates on a two-year cycle and the most recent rate cycle included rebuilding long-term financial plan models, revising the wastewater utility's rate structure, and performing a cost-of-service analysis for the sewer utility (2019). The current rate cycle (2021) includes an updated water cost of service analysis and proposed revisions to the City's residential tiered rate structure. Presentations are made each year to the City Manager, the City's Utility Committee, and to City Council. Rates were last successfully adopted in December 2020. The current study rate proposal and recommendations are planned for the spring of 2022 with new rates in effect July 1, 2022.

During the height of the prior state-wide drought, the City contracted with Raftelis to evaluate emergency drought rates as a conservation and revenue recovery tool. The existing financial plan model was adapted and Raftelis developed multiple scenarios based upon the City's water supply condition stages.

Mammoth Community Water District CA

Reference: Jeffrey Beatty, Finance Manager
1315 Meridian Blvd. Mammoth Lakes, CA 93546
P: 760.934.2596 ext 221 / E: jbeatty@mcwd.dst.ca.us

Total Hours: 373 hours
Date of Engagement: 2020-21
Partners: None
Final Report: Click here

Scope of Work: Mammoth is a winter tourist destination for Californians. This small resort community, with a permanent population of more than 8,000 and peak transient visitor population of 35,000, is located on the eastern slope of the Sierra Nevada at an elevation of approximately 8,000 feet above sea level. The Town is surrounded by lands administered by the Inyo National Forest, and the economy is primarily based on recreation and tourism, with a majority of the visitation coming during the winter ski season. There are a large number of cabins and condominiums in town that are occupied intermittently during the year. This results in high peaks and also poses a challenge in terms of adequately financing the operations of the utilities, and equitably recovering costs from permanent residents.

Raftelis was first selected in a competitive process to assist the Mammoth Community Water District (District) with its water and sewer rates in 2011. Raftelis was rehired in 2015 and 2020 to conduct a water and wastewater cost-of-service analysis and to develop new financial plan models for both the water and wastewater enterprises. In 2015 Raftelis revised the water rate structure to better reflect customer demand patterns and developed drought rates. Because the District has a transient population, drought rates were developed as a fixed charge by meter size. This ensures that each connection, irrespective of water use or absentee property owners paid their fair share of the revenue shortfall, and that the burden was not shouldered completely by full-time residents. In the 2020 study Raftelis revised the wastewater rate structure which no longer accurately reflected wastewater generated by individual customers and was unfair to customers and burdensome to District staff.

Raftelis met with the staff to identify their pricing objectives and priorities. Raftelis conducted several workshops with Board members in Ad Hoc Committee meetings and presentations to the full Board of Directors. The Raftelis financial plan and rate model was utilized to display dashboard results and to review alternatives and impacts to customers. Rates were successfully adopted in 2016 and are currently being noticed as part of Proposition 218 procedures for the 2020-21 Study. Raftelis has also successfully adopted new capacity fees for the District in June 2019.

Soquel Creek Water District CA

Reference: Leslie Strohm, Finance and Business Services Manager
5180 Soquel Drive, Soquel, CA 95073
P: 831.475.8501 ext 132 / E: leslies@soquelcreekwater.org

Total Hours: 545 hours
Date of Engagement: 2018-19
Partners: None
Final Report: Click here

Scope of Work: Soquel Creek Water District (District) provides potable water service to roughly 40,400 people through 15,800 connections in Santa Cruz County. The District relies solely on local groundwater to meet customer demand of approximately 3,100 acre feet per year.

In September 2017, the District contracted with Raftelis to conduct a Rate Structure Evaluation Study (Study) to assess the feasibility of a CustomerSelect style rate structure. Goals of the evaluation include examining an alternative rate structure that will balance conservation among customers and revenue stability for the agency. The Study objectives included evaluating various pricing and policy objectives related to a CustomerSelect rate structure and developing a framework for modelling and implementing a CustomerSelect rate structure for residential users. Raftelis produced a report which presented the Study work and resulting decisions and recommendations. The project includes numerous meetings with the District's Board of Directors as well as the District's Water Rates Advisory Committee (WRAC).

In 2018, Raftelis was contracted with the District to perform a cost-of-service and rate study to include development of tiered rates, CustomerSelect rates, and a long-term financial plan. Special considerations included financial sufficiency due to a long-term supplemental supply project; defensibility due to recent litigation and challenges to the District's past rates; and affordability for low volume and median water users whose essential water use maintains the District within the sustainable yield of the groundwater basin.

Rates were successfully adopted in February 2019 and Raftelis is currently assisting the District in updating financing assumptions for its $140 million supplemental supply project.

California Experience

This table lists the California utilities that Raftelis has assisted over the past five years on financial, rate, and/or management consulting projects.

Client	Affordability Analysis & Program Development	Debt Issuance Support	Dispute Resolution	Financial and Capital Improvements Planning	Rate Case Support	Rate Design	Risk Analysis	Cost of Service	Development / Impact Fees	Stormwater Utility Development	Organizational Optimization	Water/Wastewater Utility Valuation
Alameda County Water District		●		●		●	●	●	●			
Anaheim, City of				●		●	●	●				
Arroyo Grande, City of				●		●	●	●				
Atwater, City of				●	●	●		●				
Bakersfield, City of		●		●		●		●				
Benicia, City of									●			
Beverly Hills, City of		●		●		●	●	●	●		●	
Borrego Water District			●	●		●						
Brea, City of				●		●		●				
Brentwood (CA), City of				●		●	●	●				
CAL FIRE/San Luis Obispo								●				
Calleguas Municipal Water District		●		●		●	●	●				
Camarillo, City of		●		●		●		●	●			
Carlsbad Municipal Water District		●		●		●	●	●				
Casitas Municipal Water District				●		●		●				
Castaic Lake Water Agency			●	●		●	●	●	●			
Central Basin Municipal Water District		●		●			●	●				
Central Contra Costa Sanitary District				●		●		●				
Channel Islands Beach Community Services District				●		●		●				
Chino Hills, City of				●		●		●				
Chino, City of				●		●		●				
Chowchilla, City of				●		●	●	●				
Corona, City of						●			●			
County of San Diego				●				●		●		
Crescenta Valley Water District				●		●		●				
Cucamonga Valley Water District				●		●						
Del Mar Union School District		●										
Delta Diablo Sanitation District											●	
East Bay Municipal Utility District				●				●	●			
East Orange County Water District				●		●		●	●			
East Valley Water District				●		●	●	●				
Eastern Municipal Water District				●								
El Toro Water District				●		●		●				
Elk Grove Water District	●			●		●	●	●	●			
Elsinore Valley Municipal Water District				●		●			●			
Escondido, City of		●		●		●	●	●	●			
Galt, City of		●		●		●		●	●			
Glendora, City of						●						
Goleta Water District				●		●	●	●				
Goleta West Sanitary District			●	●		●	●	●	●			
Helix Water District				●		●		●				
Henderson, City of				●		●		●	●			
Hollister, City of				●		●		●	●			
Holtville, City of				●				●				
Huntington Beach, City of				●		●	●	●				
Imperial County				●		●		●				
Inland Empire Utilities Agency				●								

Client	Affordability Analysis & Program Development	Debt Issuance Support	Dispute Resolution	Financial and Capital Improvements Planning	Rate Case Support	Rate Design	Risk Analysis	Cost of Service	Development / Impact Fees	Stormwater Utility Development	Organizational Optimization	Water/Wastewater Utility Valuation
Irvine Unified School District		●										
Jurupa Community Services District				●		●	●	●				
Kern County Water Agency					●							
La Canada Irrigation District				●		●		●				
La Habra Heights County Water District				●		●	●	●	●			
Laguna Beach, City of				●								
Lake Valley Fire Protection District				●			●	●				
Las Virgenes Municipal Water District				●		●		●				
Leucadia Wastewater District				●		●						
Livermore, City of				●		●		●	●			
Long Beach City of	●	●		●		●		●				
Los Alamos Community Services District		●		●		●		●	●			
Los Angeles Department of Water and Power						●		●				
Los Angeles, City of Bureau of Sanitation					●							
Madera, City of		●		●								
Mammoth Community Water District				●		●		●				
Marin Municipal Water District					●							
Merced, City of				●		●		●	●			
Mesa Water District				●				●				
Metropolitan Water District of Southern California			●									
Modesto Irrigation District						●		●				
Mojave Water Agency				●		●	●					
Monterey County Water Resources Agency				●		●		●				
Monterey, City of		●		●		●	●					
Moulton Niguel Water District									●			
Municipal Water District of Orange County					●			●				
Napa Sanitation District				●		●		●				
Ojai Valley Sanitary District				●		●		●				
Olivenhain Municipal Water District				●		●	●					
Ontario Municipal Utilities Company								●				
Ontario, City of				●		●	●	●				
Orange, City of				●		●		●				
Palo Alto, City of				●		●	●	●				
Phelan Pinon Hills Community Services District	●			●		●		●	●			
Placer County Water Agency					●			●				
Pleasant Hill Recreation & Park District				●				●				
Pomona, City of				●		●		●	●			
Rainbow Municipal Water District				●		●	●	●				
Ramona Municipal Water District				●		●		●				
Rancho California Water District						●	●	●	●			
Redlands, City of				●		●	●	●	●			
Rincon del Diablo Municipal Water District				●		●		●				
Riverside Public Utilities				●		●	●	●	●			
Roseville, City of		●		●					●			
Sacramento Regional County Sanitation District						●						
Sacramento, City of				●		●		●				
Salton Community Services District				●				●				

Client	Affordability Analysis & Program Development	Debt Issuance Support	Dispute Resolution	Financial and Capital Improvements Planning	Rate Case Support	Rate Design	Risk Analysis	Cost of Service	Development / Impact Fees	Stormwater Utility Develoment	Organizational Optimization	Water/Wastewater Utility Valuation
San Bernardino Valley Municipal Water District						●						
San Bernardino, County of				●		●		●	●			
San Clemente, City of				●		●	●	●				
San Diego, City of Public Utilities Department		●	●	●		●	●	●	●			
San Dieguito Water District				●		●		●				
San Elijo Joint Powers Authority				●	●	●	●	●	●			
San Gabriel County Water District				●		●		●				
San Gabriel, City of				●		●		●				
San Jose, City of								●				
San Juan Capistrano, City of				●		●	●	●	●			
Santa Ana, City of								●				
Santa Barbara, City of				●		●	●	●	●			
Santa Clara Valley Water District			●	●	●							
Santa Clarita Water District		●		●		●	●	●	●			
Santa Cruz, City of				●		●	●	●				
Santa Fe Irrigation District				●		●	●	●	●			
Santa Fe Springs, City of				●		●		●				
Santa Margarita Water District				●		●	●	●				
Santa Rosa, City Attorney's Office									●			
Scotts Valley Water District		●		●		●	●	●	●			
Shafter, City of				●		●		●				
Shasta Lake, City of				●		●	●	●				
Sierra Madre, City of	●			●		●		●				
Signal Hill, City of				●		●		●				
Simi Valley, City of				●		●	●	●	●			
Sonoma, City of				●		●		●				
South Mesa Water Company				●		●	●	●				
South Pasadena, City of				●		●		●				
South San Francisco, City of				●				●				
Sunnyslope County Water District				●		●	●	●	●			
Sweetwater Authority				●		●		●				
Temescal Valley Water District				●		●		●	●			
Thousand Oaks, City of				●		●	●	●	●			
Torrance, City of				●		●		●				
Trabuco Canyon Water District				●		●		●				
Triunfo Sanitation District				●		●		●				
Tustin, City of				●		●		●				
Union Sanitary District				●		●	●	●	●			
Ventura Regional Sanitation District				●		●		●				
Ventura, City of	●	●	●	●	●	●	●	●	●			
Vista, City of				●		●			●			
Walnut Valley Water District				●		●		●				
Watsonville, City of	●			●		●	●	●				
West Basin Municipal Water District				●		●	●	●				
Western Municipal Water District				●		●		●	●			
Yorba Linda Water District				●		●		●				
Zone 7 Water Agency				●		●		●				

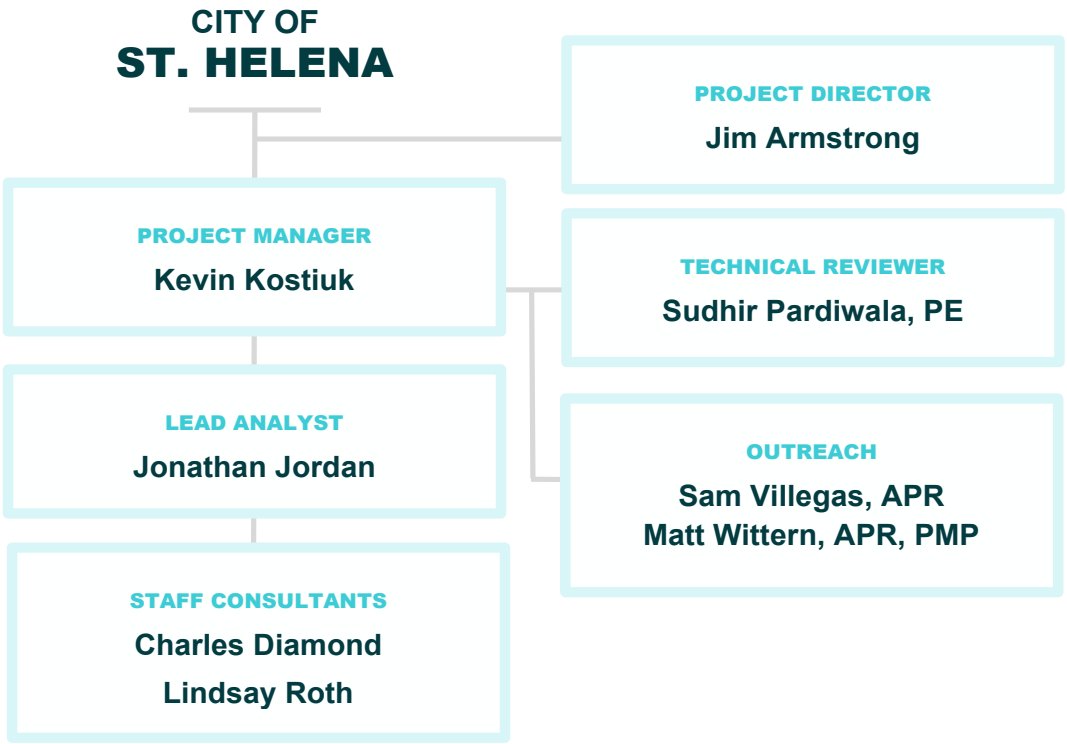
Project Team

WE HAVE DEVELOPED A TEAM OF CONSULTANTS WHO SPECIALIZE IN THE SPECIFIC ELEMENTS THAT WILL BE CRITICAL TO THE SUCCESS OF THE CITY'S PROJECT.

Our team includes senior-level professionals to provide experienced project leadership with support from talented consultant staff. This close-knit group has frequently collaborated on similar successful projects, providing the City with confidence in our capabilities.

The quality of staff over the term of the agreement will be assured. Raftelis' organizational structure is designed to allow members of our executive team to devote a significant amount of time to client consulting activities. The project manager has ultimate accountability for meeting the technical requirements of the project and for providing guidance on the strategic direction of the engagement. They are responsible for client communications, project management, and ensuring the project meets client needs in an efficient and effective manner. Raftelis assigns leads to the key tasks of the project who will work with the project manager to make sure resources are being used effectively. At the direction of the project manager, Raftelis assigns staff consultants who are responsible for conducting analysis and developing work products. Our team will have the support of multiple staff consultants for this engagement, as necessary.

Here, we have included an organizational chart showing the structure of our project team. On the following pages, we have included resumes for each of our team members as well as a description of their role on the project, information on relevant continuing professional education, and relevant professional memberships.



Jim Armstrong

PROJECT DIRECTOR
Principal Consultant



ROLE

Jim will be responsible for overall project accountability and will be available to provide quality assurance and control, industry perspective, and insights into the project.

PROFILE

Prior to joining Raftelis, Jim had a long and successful local government career in four California cities. Most recently, he served as City Administrator of Santa Barbara from 2001 to 2014. During his tenure, he successfully led the City through the 2008-10 recession; completion of a General Plan update; two major wildland fires; and the dissolution of the City's Redevelopment Agency. He was instrumental in the creation of the City's Neighborhood Improvement Task Force and the South Coast Task Force on Youth Gangs. Santa Barbara also implemented a comprehensive performance management program under Jim's direction.

After leaving government service, Jim has provided consulting services for several California cities and special districts. His assignments have included management studies, executive recruitments, and development of long-term financial plans. He is known for his extensive knowledge of local government finance, budgeting, and financial analyses.

RELEVANT PROFESSIONAL EXPERIENCE

Ralph Andersen & Associates: Senior Consultant (2015-2018)

Jim served as senior consultant conducting city manager and senior level executive recruitments and management studies for cities and special districts throughout California. Management studies included a high-level review of a city's entire departmental operations; development of a cost-benefit model to determine the feasibility of creating a municipal police department; and evaluation of management systems at a community college district.

Santa Barbara (CA): City Administrator (2001-2014)

Served as City Administrator and Redevelopment Executive Director of this well-known city with 90,000 residents, 1,000 employees and an annual budget of $275 million. Accomplishments include:

- Leading the organization successfully through a major downsizing as a result of the 2008-10 recession with a minimum disruption of services
- Successfully completing several important capital improvement projects including a new airline terminal, a major new downtown parking structure; important water and wastewater upgrades, and reconstruction of historic fire headquarters building

Specialties

- Municipal budget development & financial management
- Organizational analysis
- Long term financial planning
- Establishment of performance management systems
- Strategic planning

Professional History

- Raftelis: Principal (2019-present)
- Ralph Andersen & Associates: Senior Consultant (2015-2018)
- Santa Barbara, California: City Administrator (2001-2014)
- Fullerton, California: City Manager (1992-2001)
- Anaheim, California: Assistant City Manager (1990-1992); Assistant to the City Manager (1979-1983); Administrative Assistant (1978-1979); Administrative Aide (1977-1978)
- Hanford, California: City Manager (1983-1990)

Education

- Master of Public Administration - California State University, Long Beach
- Bachelor of Arts in Psychology, Political Science, Cum Laude - University of California, Los Angeles

Professional Memberships

- Santa Barbara County City Managers Association: Chair
- Orange County City Managers Association: President
- South San Joaquin Valley City Managers Association: President
- International City/County Management Association: Life Member
- Santa Barbara Neighborhood Clinics: President of the Board
- Channel Islands YMCA: Chair of the Board, Treasurer
- Santa Barbara Rotary Foundation: President
- Santa Barbara County United Way: Board of Directors
- Aircraft Owners and Pilots Association
- Experimental Aircraft Association
- Liga International (Flying Doctors of Mercy)

- Implementation of major organization efforts including a comprehensive performance management system, a modern communications strategy, and an award-winning sustainability program
- Development of revised budgeting and financial management systems that stabilized city finances, improved accountability, and increased transparency
- Completion of a new General Plan

Fullerton (CA): City Manager (1992-2001)

Served as City Manager and Redevelopment Executive Director of a full-service city with 130,000 residents, 800 employees and an annual budget of $125 million. Accomplishments included:

- Restoration of downtown business area that received state and national recognition
- Restructuring of city operations to deal with a major revenue shortfall, resulting in annual savings of $5 million
- Implementation of improved management systems that enhanced customer service, productivity tracking, internal communications, and employee morale
- Implementation of long-term planning efforts including infrastructure financing strategies, a Transportation Center Master plan, and water system master plan
- Participation on regional planning efforts which resulted in restructuring of the county solid waste system and implementation of a county-wide public safety communications system

Anaheim (CA): Assistant City Manager (1990-1992)

Served as Assistant City Manager of a large, diverse City with 300,000 residents, 2,000 employees and a budget exceeding $550 million. Duties included directly supervising eight departments, including Finance, Stadium, Convention Center, Parks and Recreation, and the Library. Accomplishments included:

- Serving on the city negotiating team to plan and implement the $1.5 billion expansion of Disneyland, improvement to the commercial recreation area, and a major expansion of the Anaheim Convention Center
- Serving as a member of the negotiating team that successfully negotiated the development of the Anaheim Arena, a 20,000-seat multipurpose facility

Hanford (CA): City Manager (1983-1990)

Served as City Manager and Redevelopment Executive Director of this full-service city with a population of 30,000 and 180 employees. Major accomplishments included:

- Numerous state and national awards for downtown restoration efforts
- Implementation of improved management systems to improve performance measurement, customer service, and budgeting
- Developed a solid waste joint powers authority in conjunction with the county and two other cities.

Anaheim (CA): Assistant to the City Manager (1979-1983)

- Served in progressively responsible positions in the city manager's office. Duties included working with city council members on specific policy issues, review of all council agenda items, supervision of the intergovernmental relations office and work on special projects.
- Managed public works maintenance functions for two years to create a new Department of Maintenance. Supervised five divisions of Public Works with a budget of $26 million and 400 employees
- Chaired task force in negotiations with Hilton Hotels, which resulted in a 50-year lease to construct a 1600 room hotel on city owned land
- Developed computerized work management system and productivity tracking system for use by all city departments.

PROFESSIONAL HONORS

- Orange County Division of American Society of Public Administration Public Administrator of the Year
- Channel Islands YMCA Distinguished Service Award

Kevin Kostiuk

PROJECT MANAGER

Manager



ROLE

Kevin will manage the day-to-day aspects of the project ensuring it is within budget, on schedule, and effectively meets the City's objectives. He will also lead the consulting staff in conducting analyses and preparing deliverables for the project. Kevin will serve as the City's main point of contact for the project.

PROFILE

Kevin has a background in economics and accounting and possesses extensive analytical skills. His expertise lies in water resources management, environmental economics, environmental policy, and federal water supply and flood control policy. Kevin is a member of the American Water Works Association (AWWA) Young Professionals and the Young Professionals Summit Committees in conjunction with the AWWA Utility Management Conference (UMC). He has authored an article on potable reuse in Journal AWWA discussing the treatment, financing structures, and pricing of treated water at advanced purification treatment plants; an article on municipal water demand pattern changes during the recent State-wide drought; and an article on proactive financial planning in times of drought for California Society of Municipal Finance Officers (CSMFO) Magazine. Most recently Kevin presented at the AWWA UMC discussing a recent evaluation of the conceptual CustomerSelect rate model for Soquel Creek Water District.

Specialties

- Water & Drought rate design
- Water budget rate structures
- Utility cost-of-service
- Sustainable Groundwater Management Act
- Data analysis
- Environmental policy analysis

Professional History

- Raftelis: Manager (2020-present); Senior Consultant (2014-2019); Consultant (2014-2015)
- Turner New Zealand, Inc.: Director of Operations (2009-2012); Accounting Manager (2007-2009)
- Lesley, Thomas, Schwarz & Postma, Inc.: Staff Accountant (2007)

Education

- Master of Environmental Management - Duke University (2014)
- Bachelor of Arts in Business-Economics & History - University of California, Santa Barbara (2006)

KEY PROJECT EXPERIENCE

Crescenta Valley Water District (CA)

Kevin developed a combined water and sewer financial plan and rate model for the Crescenta Valley Water District (District) in 2016. The cost-of-service and rate study included several workshops with the District Board which culminated in structural changes to the District's existing water and sewer rate structures. In addition to the tiered water rate structure, which was ultimately adopted, Kevin developed a water budget rate model for evaluation by District staff and the District Board.

Prior to the cost-of-service and rate study, Kevin performed an economic analysis for the District to determine the feasibility of offsetting imported water supply with the production of local groundwater. Kevin created a customized model for the District to use under different scenarios of capital requirements, lease options, and contract lengths. As part of the study, he reviewed the District's prior consultant's work, determined internal rate of returns, calculated the net present value of district savings, and determined the cost at which the District should lease water rights for groundwater production.

East Valley Water District (CA)

Raftelis contracted with East Valley Water District (District) in 2014 to develop budget-based rates to replace the District's existing uniform rate structure. Kevin assisted the District with design and implementation of budget-based water rates for their 23,000 accounts including residential, commercial and irrigation customers. The study included

creation of a long-term financial plan and full cost-of-service study for the water enterprise. Kevin developed the 10-year financial plan model, rate model, and water budget model for the District.

Kevin worked closely with the District's finance, IT, and, billing departments in the early stages to analyze customer account level data including monthly use. He also worked with the District's GIS and other outside consultants to develop the water budget model using irrigable landscape area, customer class, assessor parcel number (APN), etc. for construction of indoor and outdoor allocations, or budgets.

The project incorporated significant public outreach whereby Raftelis led meetings with ratepayers to receive input, provide study updates, and answer questions of the public. The ratepayer meetings assisted adoption of the new rate structure and implementation. The rate structure that the Board adopted allows for the most precise, scientific, and equitable design of rate structures, tailored specifically to an individual account.

Goleta Water District (CA)

Kevin completed a full water cost-of-service study for the Goleta Water District (District) which included design of inclining tiered rates for their single-family residential class, as well as agricultural rates for two classes. Complexities in customer classes' access to District water supplies, interruptibility during times of drought, and benefit (or lack thereof) from treatment made the analysis unique and challenging. The study included development of a long-term financial plan model, rate model, and corresponding bill impacts.

To achieve the District's demand reduction targets as outlined in their Drought Management Plan, the District wished to explore drought rates/drought surcharges to curb demand. Ultimately, Kevin developed three options of revenue neutral drought surcharges for the Board's consideration. These various options ranged from targeted surcharges on an inter and intra-class basis, to a surcharge applied to non-drought commodity rates, to a uniform commodity surcharge irrespective of customer class or use. The proposed rates and drought surcharges were adopted and implemented July 1, 2015.

City of Redlands (CA)

Kevin updated prior financial plans developed by Raftelis for the City of Redlands (City) for their water and sewer enterprises. The update included building in more flexibility to the model for ease of use and for future updates, as well as making the model dashboards more user friendly.

The state-wide drought in California called for a mandatory 25% reduction for all water service agencies in the state. The City's target was to reduce residential consumption by 35%. Kevin assisted the City in design and implementation of drought surcharges to achieve a 35% reduction and to recover lost revenue from reduced water sales.

Additional work for the City included updating the City's Storm Drain Impact Fee and miscellaneous fee for National Pollutant Discharge Elimination System (NPDES) inspections as part of the MS4 permit requirement. The storm drain fee had not been reevaluated in 20 years. Additionally, the City had recently completed a Storm Drain Master Plan which called for $83 million in improvements to system deficiencies. Kevin developed a methodology to retain the existing impact fee structure while updating the fee paid by different land use classes.

In 2015 and 2016 Kevin developed a water budget rate model for the City to evaluate a new rate structure. The model integrated with the existing water financial plan model and designed parallel water budget rates for consideration by City staff and the Council.

City of Camarillo (CA)

Raftelis has provided rate consulting services to the City of Camarillo (City) for the past seven years with Kevin serving as lead analyst the past three years. In the current rate cycle Kevin serves as project manager. The City adopts rates on a

two-year cycle and the most recent study included rebuilding long term financial plan models, revising the wastewater utility's rate structure, and performing a cost-of-service analysis for the sewer utility. Kevin has made presentations to the City Manager, City's Utility Committee, and City Council in consecutive years. Kevin successfully presented rates to City Council in December 2016, November 2017, and November 2018.

During the height of the most recent state-wide drought, the City contracted with Raftelis to evaluate emergency drought rates as a conservation and revenue recovery tool. Kevin adapted the existing financial plan model and developed multiple scenarios based upon the City's water supply condition stages. Kevin developed drought rates utilizing the City's financial plan at each stage and estimating water reductions. The rates were not adopted prior to the end of the state-wide drought however the drought tool is available for quick implementation should drought conditions return. Raftelis is currently contracted with the City for another two-year rate and capacity fee study for 2019 with Kevin as project manager.

City of Tustin (CA)

Raftelis contracted with the City of Tustin (City) to develop a 10-year financial plan and evaluate a budget-based rate structure for its customers. Kevin worked extensively with City staff, Raftelis' data services team, and outside consultants of the City to develop the water budget allocation and rate model for the City's approximately 14,000 customer accounts. As part of the model build, data from GIS consultants had to be organized and validated for each of the City customers' parcels. Raftelis' data services team worked internally to ensure matches between assessor's data and GIS data for integration to the water budget model. Rates and customer impacts have been presented to City staff and a public outreach campaign is being devised in anticipation of the council workshop. The project is ongoing.

Placer County Water Agency (CA)

In 2015 Placer County Water Agency (PCWA) contracted with Raftelis to evaluate its water system. PCWA provides retail and wholesale water service to treated water and raw water users throughout western Placer County. In Phase I of the project Kevin evaluated the current system's four service zones and numerous service classes and customer classes. Raftelis then provided recommendations to consolidate and simplify the water system organization and structure. In Phase II Raftelis performed a cost allocation study between the four proposed classes of service to identify the cost of providing service to these distinct users. Phase III consisted of performing cost-of-service analyses for PCWA's four service classes and developing corresponding rates. The study was completed in October 2017 with new organization, rate structures, and associated rates implemented January 1, 2018.

Additional to the water system evaluation and cost-of-service study, Kevin developed a water budget model for PCWA's internal use. The water budget model allows PCWA to examine their Single Family Residential (SFR) customer's usage patterns relative to efficiency standards, climate, and account level characteristics. The model will aid in water management and give insight into water demand pattern changes with the Agency's new rate structure and rates.

Mammoth Community Water District (CA)

Raftelis provided the Mammoth Community Water District (District) with a 10-year financial plan model for both the water and wastewater enterprises, as well as performing a cost-of-service analysis for the water enterprise. The district carries out operating and capital activities that are indirectly assigned to the two enterprises. Kevin worked with District staff to carry out a cost allocation study to distribute administrative costs appropriately. Raftelis recommended changes to the water rate structure as part of the study to simplify the rates and make them more legally defensible.

The study took place at the height of the statewide drought and as part of the project Kevin developed drought rates for the District to implement in times of mandatory conservation or water supply shortage. Being an agency with a large seasonal population Raftelis worked with staff to determine the most appropriate and effective means of charging the drought rates. Kevin designed drought rates for each stage of the District's water conservation plan, effective on the

meter-based fixed charge of a customer's bill. This ensured that every connection in the water system shared in the burden caused by the drought, irrespective of water use. Raftelis also evaluated existing capacity fees for both enterprises. This task is ongoing. The water rates, wastewater rates, and drought rates were adopted and implemented January 2016.

In 2018 the District again contracted with Raftelis to conduct a wastewater cost-of-service and rate study as well as a capacity fee study for both utilities. Raftelis developed updated water and wastewater capacity fees which meet the District's financial and policy objectives. Capacity fees are scheduled for adoption in Summer 2019. The cost-of-service study is ongoing.

Borrego Water District (CA)

Raftelis contracted with the Borrego Water District (District) to evaluate the impact of county growth projections as well as the Sustainable Groundwater Management Act (SGMA) of 2014. Kevin utilized the existing financial plan model, water supply analyses provided by other District consultants, and assumptions on land acquisitions to determine the effect of SGMA on long term water rates. The Borrego Groundwater Basin is critically over drafted, and users will need to decrease water production significantly to achieve sustainable yield by 2040. This will require the District to reduce per capita water use and acquire production credits within the basin by fallowing agricultural land. Kevin estimated water rates in each year through 2040 incorporating assumptions on groundwater production, market values of land in the basin, debt financing, and water source alternatives.

In 2017 Kevin examined the affordability of water rates charged to the District's customers. The assessment analyzed both existing and future rates and affordability under the SGMA scenario identified in 2016. The affordability assessment relied upon the SGMA Impact Assessment and corresponding demand projections, basin yield assumptions, financing assumptions, and projected rates to the year 2040. The project allowed the District to understand affordability of existing rates and water allocation and to estimate the affordability impacts of SGMA compliance in the Borrego Groundwater Basin over the long term.

Borrego Valley Groundwater Sustainability Agency (CA)

Raftelis was contracted by the Borrego Valley Groundwater Sustainability Agency (Agency) to develop a financial planning model and fee options for the new entity as mandated by the Sustainable Groundwater Management Act (SGMA). Tasks included working with the core project team to develop policy options for fee structuring and various fee recovery mechanisms. Project deliverables included a financing plan memorandum, an Excel-based financial plan Model, operating and administrative budget creation, and a user manual for the Excel Model. The deliverables were used in the submission of the Groundwater Sustainability Plan (GSP) to the State Department of Water Resources (DWR) in 2019.

Soquel Creek Water District (CA)

The Soquel Creek Water District (District) contracted with Raftelis in 2017 to evaluate a novel rate structure for its ratepayers. Kevin participated in several workshops with the District's citizen Water Rates Advisory Committee and Board of Directors to develop a policy framework for the rate structure and conduct pricing objectives exercises with both groups. Kevin developed a report for the District which informed the rate design in 2018.

In 2018 Raftelis contracted with the District for a long-term financing plan and rate study. Kevin served as the assistant project manager and oversaw the model creation for the financial plan, tiered rate model, and CustomerSelect rate model. The District adopted our recommended three years of rates in February 2019.

Summerland Sanitary District (CA)

Raftelis contracted with the Summerland Sanitary District (District) in 2016 to perform a cost-of-service and rate study for wastewater services. The study included a 10-year financial plan model, cost-of-service analysis, and review of the existing equivalency definitions for the District's user classes. Additional work included adoption of a formal financial

reserves policy to ensure long term fiscal health as well as updates and additions to the District's miscellaneous fee schedule. Kevin served as project manager and lead analyst for the project and held several meetings with District staff, the Finance Committee, and the Board of Directors. Five years of rates were adopted in December 2017.

Monterey County Water Resources Agency - New Source Water Evaluation (CA)

In 2017, Kevin performed a cost analysis and evaluation of new source waters from recycled water for its coastal agricultural users. Recycled water production from the several sources will require new infrastructure, treatment, and maintenance. Kevin built an electronic model which incorporated different climate scenarios, costs of capital, operating, maintenance, and treatment, and the water available from all sources under different weather conditions and water rights. The project is ongoing with a series of meetings with the Agency's agricultural customers, County Board of Supervisors, and stakeholder agencies.

City of Buenaventura (Ventura)

Raftelis developed long-range financial plans so that the water and wastewater utilities could be financially stable and save costs in the long run. Raftelis also assisted the City of Buenaventura (City) with developing different water and wastewater rate alternatives with various scenarios based upon estimated water sales and capital improvement plan (CIP) funding. The study is being conducted with several meetings and input from stakeholders comprised of customers within the City. Raftelis educates the Water Commission on the basics of rates, cost allocations, and rate design to obtain their buy-in using the dashboards in the rate models that were developed. This allows us to demonstrate the impacts of various revenue adjustments on the long-term financial stability of the enterprises. As of May 2019, the studies are ongoing.

City of Riverside (CA)

Kevin completed a study for the City of Riverside (City) to determine the value of an elevation fee credit for present and future customers in a special district. The project required calculation of asset replacement values for infrastructure serving the special district, specific to booster capacity, and within the context of a historical assessment. The findings from the study were used to defend the City's move to assess its elevation fee schedule.

City of Simi Valley (CA)

The City of Simi Valley (City) had last raised sewer rates in fiscal year 2008-2009 and was facing a backlog of sewer system improvements and repair and replacement. Kevin updated the existing sewer financial plan with recent data, as well as updated the cost-of-service analysis. As part of the study, tier definitions were changed for non-residential customers to reduce the base charge on small users without impacting revenue recovery. Working with City staff, and with presentations to City management, Raftelis assisted in getting Council authorization for proposition 218 notices of a rate increase to the City's customers. The revenue increases will allow the City to commence the public works department's capital improvement schedule while maintaining reserve funds at target levels.

City of Henderson (NV)

Kevin created water and wastewater rate and financial planning models for the City of Henderson (City) as well as updated their water and sewer system development charges. The project created a combined model for the water and sewer enterprises which incorporated finance department reporting tools. The combined model allows the utility (water and sewer) to be viewed as a one, with impacts and reporting available to the user. The models will be used over the next 10 years to calculate water and wastewater rates as well as to create annual financial statements.

City of Corona (CA)

Kevin assisted the City of Corona (City) in updating its financial plans for the water and reclaimed water enterprises. The study included performing cost-of-service analyses for both utilities and updating the water budget rate structure. In addition, Kevin developed a framework and corresponding rates for contract reclaimed water customers.

City of Raleigh Public Utilities Department- American Rivers (NC)

Kevin served as project leader for a study of alternatives to meet Raleigh's long term water supply shortfall. The project examined four options in extending the life of the existing federal reservoir, thereby postponing capital expenditures on a new raw water supply. Results were delivered to city staff, their consultants and the United States Army Corps of Engineers.

Lower Cape Fear Water Quality Trading Program - The Nature Conservancy (NC)

To reduce nutrient loading and decrease utility costs, The Nature Conservancy proposed a Water Fund to improve water quality through improved agricultural practices on private landholdings in the watershed. Kevin was in charge of researching comparable programs and providing options for a financial mechanism and governance approach between various stakeholders in the region including utilities, agriculture, environmental organizations and community groups.

City of San Jose (CA)

Raftelis contracted with the City in 2016 to perform a cost-of-service and rate study for the City's water enterprise. The study included creation of a 10-year financial plan model, cost-of-service analysis, and redesign of the City's water rate structures. Kevin as lead analyst developed the financial plan model and worked closely with City staff to incorporate the City's budgetary information as part of the planning exercise. Additionally, Kevin worked with the City's water resources manager and water system engineer to identify future supply and demand in each of the City's different service areas, with differentiated water rates for each area. At the conclusion of the study Kevin held a session to train staff on use of the electronic financial plan model. The project was completed in 2017.

Santa Cruz Mid-County Groundwater Agency (CA)

Raftelis was contracted by the Agency to evaluate funding criteria for Santa Cruz Mid-County Groundwater Sustainability Agency (GSA) fees and calculate preliminary fees. Kevin served as the project manager. Raftelis conducted multiple meetings and webinars with County staff and the Advisory Committee to produce a financial budget for management activities, discuss fee structure options, and develop a pricing objectives exercise for the GSA Board. The project culminated with fee analysis and production of a White Paper to assist the Agency in navigating their financing plan as part of the GSP submittal process, as well as recovering costs of management over the long term. The project is complete as of May 2019.

PROJECT LIST

- Antelope Valley (CA) - East Kern Water Agency
- Citrus Heights Water District (CA) - Groundwater supply analysis
- Coastside County Water District (CA) - Water rate study
- Elsinore Valley Municipal Water District (CA) - Drought surcharge study
- La Canada Irrigation District (CA) - Water cost-of-service and rate study
- City of Lancaster (CA) - Wastewater cost-of-service study
- Madera County Groundwater Sustainability Agencies (CA)
- Montecito Basin Groundwater Sustainability Agency (CA)
- City of Torrance (CA) - Wastewater cost-of-service and rate study
- Triunfo Sanitation District (CA) - Water rate study
- Ventura County Waterworks District No. 8 Simi Valley (CA)

Sudhir Pardiwala PE

TECHNICAL REVIEWER

Executive Vice President



ROLE

Sudhir will provide oversight for the project ensuring it meets both Raftelis and industry standards.

PROFILE

Sudhir has 40 years of experience in financial studies and engineering. He has extensive expertise in water and wastewater utility financial and revenue planning, valuation, and assessment engineering. He has conducted numerous water, wastewater, stormwater, and reclaimed water rate studies involving conservation, drought management, risk analysis, as well as system development fee studies, and has developed computerized models for these financial evaluations. Sudhir has assisted public agencies in reviewing and obtaining alternate sources of funding for capital improvements, including low-interest state and federal loans and grants. He has assisted several utilities with State Revolving Fund and Water Reclamation Bond loans. Sudhir authored the chapter on reclaimed water rates in the *Manual of Practice No. 27, Financing and Charges for Wastewater Systems*, published by the Water Environment Federation (WEF). He also authored a chapter entitled, "Recycled Water Rates," for the Fourth Edition of the industry guidebook, *Water and Wastewater Finance and Pricing: The Changing Landscape*. Sudhir was vice-chairman of the California-Nevada AWWA Business Management Division and Chairman of the Financial Management Committee.

KEY PROJECT EXPERIENCE

City of Vallejo (CA)

The City of Vallejo (City) engaged Raftelis to develop a financial plan for the water utility to ensure that the City would not be in technical default of its bond covenants after another consultant had completed a rate study. In short order, Raftelis prepared a Financial Plan to help the City tide over the immediate crisis and assisted with developing a Proposition 218 notice and with mailing it to over 42,000 customers and properties. Subsequently, the City again engaged Raftelis in a competitive proposal process to conduct a cost-of-service and rate study. The City has multiple service areas, and a financial plan and rates were determined for each area. Raftelis redefined the tiers based on the water usage patterns in the City single family class and developed uniform rates by customer class for multi-family, non-residential, raw water and construction classes. Raftelis made several presentations to a Utility Advisory Committee and supported staff in workshops with City Council. The City Council accepted our report and Raftelis assisted in drafting the Proposition 218 notice and mailing it. Raftelis also calculated rates for contract customers American Canyon and Travis Air Force Base schools.

Specialties

- Cost-of-service rate studies
- Conservation & drought management studies
- Economic analyses
- Water & wastewater utility cost accounting
- Valuation
- Financial & revenue planning
- Assessment engineering
- Reviewing/obtaining capital improvement funding
- Computer modeling

Professional History

- Raftelis: Executive Vice President (2013-present); Vice President (2004-2013)
- Black & Veatch: Principal Consultant
- (1997-2004)
- MWH: Principal Engineer (1985-1997)
- CF Braun: Senior Engineer (1979-1985)
- PFR Engineering Systems: Research Engineer (1977-1979)

Education

- Master of Business Administration - University of California, Los Angeles (1982)
- Master of Science in Chemical Engineering - Arizona State University (1976)
- Bachelor of Science in Chemical Engineering - Indian Institute of Technology, Bombay (1974)

Certifications

- Series 50 Municipal Advisor Representative
- professional registrations
- Registered Professional Engineer, California: Civil (1988); Chemical (1981)

Professional Memberships

- AWWA
- WEF
- California Municipal Finance Officers Association

City of Brentwood (CA)

Sudhir served as project manager for a water and wastewater rate study for the City of Brentwood (City) that involved a comprehensive review of the City's financial plan and rate structure. The City has a total of over 17,500 water and wastewater accounts. Water is supplied through two main sources: local groundwater, from the City's groundwater wells, and surface water that originates from rivers within the Sierra Mountain range and flow into the Delta. Surface water is treated at the City of Brentwood Water Treatment Plant (Brentwood TP) and the Randall Bold Water Treatment Plant (RBWTP). Wastewater services are provided by the City's Wastewater Treatment Plant with a capacity to treat 5.0 million gallons of wastewater per day (MGD). The study included a comprehensive review of the City's revenue requirements and allocation methodology, a review of City's user classification, a cost-of-service analysis, and rate design for City users. The resulting rates were fair and equitable and met the fiscal needs of the City's utilities in the context of the City's overall policy objectives and were designed for simplicity of administration, cost effective implementation and ease of communication to customers. The study also included drought surcharges that vary based on the water shortage level that the City can implement as necessary to recover the revenue shortfall that occurs as a result of demand reduction during water shortage situations. Raftelis developed a user-friendly model so that various scenarios could be evaluated on the fly. The City appreciated the flexibility of using this model during the course of the study. Raftelis calculated wastewater rates based on flow and strength for different classes of customers. Raftelis assisted with the Proposition 218 notice and the public hearing. Raftelis has been retained for two rate cycles for the City.

City of Ontario (CA)

Sudhir served as project manager on multiple water, wastewater, and solid waste rate studies. The study included a comprehensive review of the City of Ontario's (City) revenue requirements and allocation methodology, review of user classifications, a cost-of-service analysis, and rate design for City users.

Raftelis designed tiered water rates, recycled rates and wastewater rates considering Inland Empire Utilities Agency (IEUA) rates. Solid waste rates were designed to recover costs. Raftelis provided the City with a model that is used for planning purposes by the City. The City has engaged Raftelis multiple times to update these rates, optimize water sources to minimize costs.

City of Redlands (CA)

Sudhir has managed several financial projects for the City of Redlands (City) including water, wastewater, and reclaimed water projects. The studies were conducted with extensive stakeholder input and multiple meetings with a Utilities Advisory Commission composed of local residents, businesses, and other interested parties. The first-rate studies involved significant rate adjustments as well as rate structure adjustments to ensure financial stability, meet debt coverage and regulatory requirements. The analysis included calculation of outside-City charges and impact fees. The City received user-friendly working rate models for future updates. Sudhir assisted the City with State Revolving Fund loans for reclaimed water and potable water. He helped them find grants for the reclaimed water project and water treatment plant upgrade. He has been assisting the City biennially with their water, wastewater and recycled water rates.

City of Palo Alto (CA)

Sudhir was project manager for a study for the City of Palo Alto (City) to determine the cost-of-service rates consistent with Proposition 218. The study involved review of fire service charges, booster pumping rates, strict adherence to cost-of-service principles. The study was conducted with the participation of a citizens' advisory committee. Raftelis developed a user-friendly rate model and provided City staff training on use of the model. The proposed rates were implemented July 1, 2012. Raftelis assisted The City with an update developing conservation rates with the State mandated reductions in usage.

City of Santa Barbara (CA)

Sudhir has been assisting the City of Santa Barbara (City) with their water, wastewater, and recycled water financial plans and cost-of-service rates studies involving rates for different customer classes including agriculture, outside City, tiered residential, commercial etc. Wastewater rates were developed for various funding sources including grants and SRF loans. The City is facing severe water supply shortages and water rates included evaluation of multiple drought stages, the rates and impacts on customers as well as funding desalination to provide adequate supplies for the City's customers. Raftelis also evaluated system capacity fees for new water and wastewater customers.

Olivenhain Municipal Water District (CA)

Sudhir assisted the Olivenhain Municipal Water District (District) in conducting a water financial plan study and a recycled water rate study to determine the recycled water rates charged to customers. The water financial planning model was developed to assist the District in evaluating different financing alternatives to minimize rate impacts and ensure financial stability. The water model was effectively used in Board meetings and presentations to evaluate the impacts of various scenarios. Additionally, Raftelis calculated drought/conservation rates for different stages of cutbacks. The recycled water rate study was conducted to determine the recycled water rates charged to customers given that the District obtains recycled water from four different sources: the City of San Diego, Vallecitos Water District, Rancho Santa Fe Community Services District, and the 4S Regional Recycled Water System. The existing agreements defined the costs of different sources of recycled water to the District. To address all of those issues and concerns, Raftelis developed a recycled water financial and rate model to determine the costs of providing service and the required revenue to be collected from customers. In addition, the model is built to evaluate when the District is able to take over the 4S Regional Recycled Water System, as stated in the agreement with the developer.

City of Sacramento (CA)

Sudhir managed a wastewater rate study to examine the charges associated with different types of residential and non-residential customers. The study included a comprehensive review of the City's revenue requirements and allocation methodology, review of City's user classification, a cost-of-service analysis, and rate design for City users. Sacramento is one of the few large Cities in the State that does not meter residential and a significant number of non-residential customers. The strength and flow allocation to these customers was revised. The resultant rates were fair and equitable and met the fiscal needs of the City's wastewater utility in the context of the City's overall policy objectives and were designed for simplicity of administration, cost effective implementation and ease of communication to customers.

City of San Diego (CA)

Sudhir conducted numerous studies for the City of San Diego (City), including a water, wastewater, and reclaimed water rate study. The entire wastewater rate study was conducted with extensive stakeholder group involvement because of the changes required in the wastewater rate structure to meet regulatory requirements. In addition, Sudhir served as project manager for the City's reclaimed water rate study, impact fee studies for both water and wastewater, and a transportation charges study for agencies contributing to the City's regional wastewater facility. Sudhir also managed a water demand study which involved statistical analysis of historical water consumption to model projections based on weather, economic activity, population, inflation, etc. Sudhir evaluated the feasibility of a water budget rate structure for the City. He assisted the City with the Proposition 218 noticing and public outreach.

City of Beverly Hills (CA)

Sudhir served as project manager for Raftelis' engagement with the City of Beverly Hills (City) water and wastewater rate studies. Raftelis was engaged by the City to develop a rate and financial planning model that would be used to evaluate alternative rate structures and to provide more detailed forecasts to assist in the preparation of updating rates in future years. Raftelis modeled numerous alternative rate structures and reviewed customer and revenue impacts before recommending that the City modify its current three tiered rate structure to include a fourth tier that targets large

irrigation usage. In addition, Raftelis recommended that the costs of service be based on flow and strength. Raftelis continues to provide biennial updates to the City model so that rates may be projected in future years.

City of Ventura (CA)

Sudhir served as project manager for a water, wastewater, and recycled water cost-of-service and rate study for the City of Ventura (City). The City had not updated its rate structure in 20 years. Additionally, the City was under a cease and desist order that required the City to carry out improvements estimated at more than $55 million, and which the City wanted to start funding to mitigate impacts. The goal of the study was to develop conservation-oriented rates consistent with cost-of-service to recover adequate revenues to pay for necessary capital improvements, meet debt service coverage requirements, as well as maintaining sufficient reserve requirements. The study included a comprehensive review of the City's revenue requirements and allocation methodology, review of the City's user classification, usage patterns, a cost-of-service analysis, and rate design for City users. Raftelis developed long-range financial plans so that the water and wastewater utilities could be financially stable and save costs in the long run. We also assisted the City with developing different water and wastewater rate alternatives with various scenarios as well as calculating outside-city rates. The study was conducted with several meetings and input from stakeholders comprised of customers within the City. Raftelis educated the Citizen Advisory Committee on the basics of rates, cost allocations, and rate design to obtain their buy-in through the use of the dashboards in the rate models we developed for them to demonstrate the impacts of various revenue adjustments on the long-term financial stability of the enterprises. Raftelis also developed a schedule for funding a major wastewater program required by environmental groups. Recommended rates were implemented for two years in July 2012. Raftelis updated rates for the City in 2014 and provided water drought rates.

Goleta West Sanitary District (CA)

Sudhir has been Goleta West Sanitary District's (District) financial consultant for over more than 15 years. During that time, he has assisted the District with financial planning, development and financing their replacement and refurbishment program, developing a rate structure, annexation fees, connection fees, miscellaneous fees, reserves policy development, and other financial issues. The District charges customers on the tax roll. Raftelis developed the data to be included on the tax roll and the District now manages it.

Clark County Water Reclamation District (NV)

Sudhir was project manager for a cost-of-service study for the Clark County Water Reclamation District (District) to help evaluate the current system of rates and charges to ensure that users were being charged appropriately. The District has not updated its rate structure system for many years and the current system based on fixture units is believed to need restructuring. Raftelis managed the sampling and wastewater flow monitoring from different types of users to determine the definition of an equivalent dwelling unit and the flows from different types of users. There are multiple outreach meetings with member agencies and interested stakeholders to educate them on the process and to obtain buy-in.

Vallejo Flood and Wastewater District (CA)

Raftelis assisted the Vallejo Flood and Wastewater District (District) with a comprehensive wastewater rate and connection fee study (Study). The District is an independent special district that collects, treats, and disposes of wastewater for 38,000 accounts in the City of Vallejo with a service area that covers 36 square miles and includes one wastewater treatment plant and 36 wastewater pump stations. The existing sewer rate structure comprised of flat rates for all residential customers, including single and multi-family residences. For commercial customers, rates were based on both flow and sewage strength. The District was moving over to a service charge to be levied on the property tax roll. Raftelis was called in to assist with this study after another consultant's study was found to be unacceptable to the District. As part of the study, Raftelis thoroughly examined the District's revenue streams, cost structure, analyzed customer data, and developed an equitable rate structure that met both Proposition 218 requirements and the District's goals and objectives. An important part of the study was the evaluation of the commercial customer classifications to ensure that customers were accurately categorized by strength and assessed the appropriate rates. Raftelis also created a

user-friendly model so that various scenarios could be evaluated on the fly. Additionally, Raftelis also reviewed and updated the District's connection fees. Upon completion of the rates calculation, Raftelis assisted the District in a comprehensive public outreach campaign to obtain customers buy-in, which was crucial in the successful implementation of the proposed rates for fiscal year 2019.

City and County of San Francisco (CA)

The City and County of San Francisco (City) conducts water, wastewater, and stormwater studies every five years to ensure that charges are consistent with cost-of-service and conforms with the City's Propositions. Sudhir served as project manager for two cycles of rate studies for the City. The City has a combined wastewater and stormwater system and costs for stormwater are integrated with wastewater. The City was engaging in a multi-billion dollar capital improvement program that would have significant impact on rates. The City has unique microclimates and Raftelis analyzed the water usage characteristics of single family and multi-family users to develop a rate structure that would provide incentives for conservation. Raftelis evaluated incentives to encourage low impact development, reviewed stormwater practices to provide credits for best management practices to reduce stormwater generation. Raftelis performed an overhead cost allocation study consistent with federal requirements of OMB Circular A-87 to assign costs appropriately to different departments in order to obtain federal reimbursement for projects that are eligible for federal assistance.

Napa Sanitation District (CA)

Sudhir was project manager for a recycled water rate study for the District. The District was required to restrict summer discharge of its wastewater into the river. The District had made improvements to its treatment plant to produce recycled water and provided incentives to recycled water customers to use the water. Agreement with customers were to end within a couple of years and the District wanted to enlarge the recycled water facilities and enroll new customers into the recycled water program. The District wanted to review the economics of the improvements and determine the impacts resulting from implementing new recycled water rates. Raftelis developed a financial and rate model that considered the new customers and revised rates and the impact of providing discounted rates on wastewater customers. The District held meeting with the recycled water users and obtained input on issues of concern to them. Raftelis provided support to the District and evaluated the results of the surveys conducted to define the rates.

City of Henderson (NV)

Sudhir served as project manager for the engagement with the City of Henderson (City). In Phase I, Raftelis assisted the City in conducting a water and wastewater financial assessment. Raftelis developed a financial vision which will ultimately shape the utilities for the next 10 years. As part of our conceptual design process, Raftelis recommended several alternative rate philosophies to be evaluated as part of Phase II. The Model was also developed to evaluate certain rate philosophies and user charge structure modifications focused on improving the equitable recovery of costs from different user classes, legal defensibility of the rates and system development charges, revenue predictability, and conservation incentives. Raftelis developed an allocation or budget for different meter sizes to ensure that the tiered rates set up would fairly collect revenues from customers. Raftelis updated the City's financial plan by participating in the City's rate implementation process. This included presentations of final findings and recommendations to City Council and the Citizen's Advisory Committee.

City of North Las Vegas (NV)

Sudhir was the project manager for the water and sewer financial planning and rate study conducted for the City of North Las Vegas (City). At the time, the City had experienced rapid growth and had a significant amount of capital projects including construction of their own treatment plant. The City faced many financial challenges at a time when there were signs of a slowing economy. Raftelis conducted a multi-year financial plan that examined various customer growth, capital funding, and rate revenue assumptions. Raftelis prepared rate models for both water and wastewater and trained City staff on their use. The models provided dashboards for ease of use and decision making.

City of Portland (OR)

The City of Portland (City) wanted a financial planning and rate model to determine rates for its wholesale and retail customers. Sudhir served as project manager for this study. The City provided wholesale water to 19 agencies under an old agreement that was expiring soon. The City was finalizing long-term agreements with explicit terms on rate setting. The City wanted to develop rates consistent with the new agreement for the wholesale agencies, review rate structure alternatives for its retail customers, review impacts and provide flexibility for planning for the next 20 years.

The City's existing retail rate structure consisted of an increasing 3-tier rate structure for all customers with fixed tiers for single family customers and tiers based on the average usage in the preceding 12-month period for the remaining customers. The current retail rates applied to all classes and did not take into account peaking, where factors can vary significantly from class to class. Raftelis developed alternative rate structure options for retail customers and explore the creation of more classes to increase equity and fairness and encourage conservation. Alternative rate structures included uniform volume rates, seasonal rates, increasing and "V" or "U" shaped block rates, and a range of individualized block rates with cutoffs based on average account usage, seasonal usage, or customer characteristics. Raftelis provided the City with the computer model and provided training and a manual in the user of the model.

In 2012, Sudhir managed a bond feasibility study for the City's Bureau of Environmental Services. The City needed to issue bonds for several hundred million dollars to meet regulatory requirements related to its wastewater and stormwater systems. Raftelis met with City staff and reviewed the CIP, business processes, rates and rate setting procedures, and provided a certificate of parity showing that the City could meet its coverage requirements under the current rates so that the City could sell bonds with a good rating.

City of Tacoma (WA)

Sudhir was project manager for a study to develop financial plans and rate models for the City of Tacoma's (City) Environmental Services including wastewater, surface water and solid waste utilities. The study involved development of user friendly financial and rate planning models that would allow the City to update rates on an annual basis, quickly make changes, and review rates. The model also provided capability to compare the status of the CIP, and actual revenues and expenses against budgets on a month-by-month basis. To make this process easy, the model was integrated with the City's SAP and E Builder system. The financial plan and rates were reviewed with input from the City's Environmental Services Commission. Raftelis turned over the models to the City, provided training and computer manuals in the use of the models.

Sudhir also provided financial planning models to the City's water utility, which included user-friendly features and benchmarking tools to maximize improvements in operations and management.

City of Los Angeles (CA)

Sudhir was project manager on studies to develop rates and rate models for solid waste and wastewater utilities. The City of Los Angeles (City) wanted to have a planning tool in-house to evaluate what if scenarios, impacts and determine rates for various customers. The model incorporated many user-friendly features to assist the City update rates and prepare financial plans on an annual basis. Solid waste rates included non-residential customers based on size of containers and frequency of collection. Wastewater rates to the 27 subscribing agencies discharging to the City's wastewater treatment facilities were also determined. This involved complex calculations and allocations to wastewater loadings, conveyance distance, etc. Connection or impact fees were also included in the model. User training, model documentation, regular updates and ongoing service were also included in this project.

Sudhir also served as project manager on a wheeling charges study for the Los Angeles Department of Water and Power. The City was interested in determining the appropriate charges to be levied on various customers that may wish to use the extra capacity in the City's system from the Los Angeles Aqueduct to the distribution network-to transfer water.

City of Pasadena (CA)

Sudhir was project manager for a study for the City of Pasadena (City) to determine roll-out charges for solid waste services provided by the City. Certain customers in the City needed assistance with rolling out their containers and replacing them again. Sudhir analyzed the costs associated with this service and set up a charge for it.

PROJECT LIST

- City of Anaheim (CA) - Water rate study
- City of Atwater (CA) - Water and wastewater rate study
- City of Banning (CA) - Recycled water revenue program
- Beaumont Cherry Valley Water District (CA) - Water rate and connection fee study
- Carpinteria Sanitary District - Wastewater rate study
- Casitas Municipal Water District - Water rate study
- Castroville Water District (CA) - Water and wastewater rate study
- City of Beverly Hills (CA) - Asset replacement study, connection fee study, conservation rate study, valuation and development of replacement program and asset inventory, and water rate study and update
- City of Brea (CA) - Water rate study, connection fees and related fees and charges study
- City of Brentwood (CA) - Water and wastewater rate study
- City of Buenaventura (CA) - Water and wastewater rate study
- City of Burbank (CA) - Bond feasibility study, reclaimed water study, and water and wastewater rate study
- City of Carlsbad (CA) - Asset replacement study and water, wastewater and reclaimed water revenue program
- City of Chino (CA) - Valuation study and water rate study
- City of Chowchilla (CA) - Water and wastewater rates study
- Clark County Water Reclamation District (NV) - Cost-of-service study
- City of Cloverdale (CA) - Water and wastewater connection fees and rate study
- City of Corona (CA) - Water and wastewater rate study
- El Toro Water District (CA) - Water budget and wastewater rate studies and connection fees
- City of Encinitas (CA) - Water and wastewater rate study
- City of Escondido (CA) - Valuation study, water and wastewater rate study
- City of Glendora (CA) - Water and wastewater financial planning and rate study
- Goleta Water District (CA) - Water and wastewater rates and connection fees studies, asset management, and financing plan
- City of Henderson (NV) - Water and wastewater rate study
- La Canada Irrigation District - Water rate study
- La Crescenta Water District - Water and wastewater rate study
- City of Livingston (CA) - Water, wastewater and solid waste rates study and litigation support
- City of Los Angeles (CA) - Wheeling charge review
- Los Angeles Department of Water and Power (CA) - Water rate study and wheeling charge review
- City of Madera (CA) - Water and wastewater rate study
- Mammoth Community Water District (CA) - Water and wastewater rate study
- Metropolitan Wastewater Joint Powers Authority (CA) - Wastewater valuation study and capacity valuation study
- Napa Valley Sanitation District (CA) - State revolving fund loan assistance
- City of North Las Vegas (NV) - Water and wastewater rates study and model
- Ojai Valley Sanitary District - Wastewater rate study
- Olivenhain Municipal Water District (CA) - Water and wastewater financial planning studies and recycled water rate study
- City of Ontario (CA) - Water, wastewater and solid waste rate study
- Palmdale Water District (CA) - Water budget rate study
- City of Palo Alto (CA) - Water rate study
- Portland Water Bureau (OR) - Retail and wholesale water rates model

- City of Poway (CA) - Wastewater rate structure analysis
- Ramona Municipal Water District (CA) - Water rate study
- Rainbow Municipal Water District (CA) - Water, wastewater rate and capacity fee studies
- City of Redlands (CA) - Impact fee study, non-potable water fee study, rocky mwc, valuation and lease study, bi-annual rate updates, reclaimed water funding, and water and wastewater rate study
- City of Rialto (CA) - SRF funding and water and wastewater rate study
- County of San Bernardino (CA) - Water and wastewater rate study and connection fees
- City of San Diego (CA) - Recycled water rate study, valuation study, and water and wastewater financial plan, rate and connection fees study, litigation support
- San Diego County Water Authority (CA) - Capacity valuation, rate analysis, valuation study, and wheeling charge study
- City of San Fernando (CA) - Water and wastewater rates study
- City of San Francisco (CA) - Water, wastewater rate study and stormwater incentives for low impact development
- San Gorgonio Pass Water Agency (CA) - Financing plan
- City of San Jose (CA) - Sewer service related fees and charges
- City of San Luis Obispo (CA) - Stormwater financial feasibility study
- City of Santa Barbara (CA) - Water and wastewater rate study
- City of Santa Fe springs - Water rate study
- Santa Fe Irrigation District (CA) - Wastewater treatment plant cost evaluation, water connection fees study, and water rate study and update
- City of Santa Monica (CA) - Wastewater rate study
- City of Scottsdale (AZ) - Impact fee study
- City of South Pasadena (CA) - Water and wastewater rate study
- City of Springfield (OR) - Wastewater rates model
- Sweetwater Authority (CA) - Water rate study
- Tacoma Public Utilities (WA) - 2008 Business planning assistance and financial model
- City of Upland (CA) - Valuation study
- City of Vallejo (CA) - Water financial plan
- Valley County Water District (CA) - Water rate study
- Town of Windsor (CA) - Impact fee review, state revolving fund loan application assistance, water and wastewater connection fees and rates study, and water and water reclamation rate studies

Jonathan Jordan PGp (CA)

LEAD ANALYST
Consultant



ROLE

Jonathan will serve as the Lead Analyst and will work at the direction of Kevin in conducting analyses and preparing deliverables for the project.

PROFILE

Jonathan has focused on financial plan model development and rate design studies for California water, wastewater, recycled water, and wholesale agencies. Jonathan is a California licensed Professional Geophysicist (PGp) with a background in GIS analysis and remote sensing. He has been involved in the survey design, data analysis, and reporting for large capital projects in the engineering, environmental, and geotechnical fields.

KEY PROJECT EXPERIENCE

Camarillo / Camarillo Sanitary District (CA)
Raftelis is performing water, wastewater, and recycled water rate study for the City of Camarillo/Camarillo Sanitary District. Jonathan is lead analyst developing the rates and financial plan. Jonathan assisted the City during the 2020 studies y to update the financial plans for the water and sanitation enterprises.

City of Encinitas (San Dieguito Water District, CA)
Jonathan was the lead analyst for the City of Encinitas (City) to establish water rates based on cost-of-service principles. Jonathan worked with City staff and the Board rate-setting committee to evaluate rates and explain rate-setting basics to the committee.

City of St. Helena (CA)
Jonathan assisted the City of St. Helena in developing a drought penalty allocation model. The project's goal was to evaluate the customer class and customer water allocation during a water shortage emergency declaration. Jonathan worked in tandem with City staff and the data services team to ensure the generated customer bills corrected billed the drought penalties for any water use over-allocation and ensure each customer received a correct allocation during the water use restrictions.

Alameda County Water District (CA)
Jonathan provided financial review and a cost-of-service rate update consulting experience to Alameda County Water District (District) since 2020. Jonathan served as the lead analyst for the 2020 Water Cost of Service and Rate Update study, including an update of fire rates, development of drought rates, and public outreach to stakeholders. During these projects, Jonathan has participated in the preparation of deliverables and Board presentation of workshops with the Executive Management and the Board of Directors in evaluating and identifying which financial/rate solutions meet their objectives.

Specialties
- Utility rate analysis
- Geospatial Data Analysis
- Data Visualization

Professional History
- Raftelis: Consultant (2022-present); Associate Consultant (2020-2021)
- GEOVision Geophysical Services: Project Geophysicist (2015-2020)
- Signal Hill Petroleum, Inc.: Intern Data Analyst (2013)

Education
- Master of Science in Geological Sciences/Geophysics -California State University at Long Beach (2019)
- Bachelor of Science in Geophysics – University of California at Riverside (2012)

Professional Memberships
- AGU
- AEG
- EEGS (Former)
- AAPG (Former)

California Domestic Water Company (CA)

Jonathan assisted California Domestic Water Company in conducting a Wholesale Water Financial Study and Rate Update. The project included developing a new financial planning and rate model for the District. Using the model, Raftelis developed the required rate increase scenarios based on the City's capital obligations, projected expenditures, and projected debt issuance.

City of Malibu (CA)

Jonathan assisted the City of Malibu (City) as the Lead Analyst in conducting a rate update for the City's wastewater operation. Jonathan assisted in updating its financial plans, rates, and debt repayment for the wastewater and recycled water enterprises. Furthermore, Jonathan is helping the City wastewater fee charges onto the LA County Assessor property roll.

City of Santa Cruz (CA)

The City of Santa is currently updating its financial model to evaluate different water demand factors and associated drought rates, reserve policies, a comprehensive rate study, drought rates, capacity fees, and other financial/rate matters. The City experienced a significant drought and had to allocate water. Water use was already at a historically low level, and residential water use was one of the lowest in California. With the desire to refund a debt and low commodity revenues sales, the City needed to adopt drought rates within a short period. Jonathan is currently working with the City and Raftelis team staff on completing the 2021 update.

California Rate Survey (CA)

Jonathan is the Lead analyst that conducted the CA-NA AWWA Water rate survey for water enterprises in California. The project involved surveying rates from select water districts, which will be available for qualitative and quantitative analyses. Raftelis and CA-NVAWWA deployed a functional data visualization dashboard, which has been shared with all CA-NV agencies as a database and regional rate metric.

PROJECT LIST

- San Dieguito Water District (CA)
- City of Malibu (CA)
- Alameda County Water District (CA)
- City of Santa Cruz (CA)
- City of Camarillo (CA)
- California Domestic Water Company (CA)
- San Gorgonio Pass Water Agency (CA)
- El Toro Water District (CA)
- Madera County Groundwater Sustainability Agency (CA)
- Zone 7 Water Agency (CA)
- City of St. Helena (CA)

Charles Diamond

CONSULTING SUPPORT
Senior Consultant



Specialties
- Utility financial analysis
- Data collection & analysis
- Statistical analysis

Professional History
- Raftelis: Senior Consultant (2021-present); Consultant (2019-2020); Associate Consultant (2017-2018)
- UC Santa Barbara Department of Economics: Teaching Assistant (2017)
- The Nature Conservancy: Science & Stewardship Practitioner (2013-2015)

Education
- Master of Environmental Science & Management (Water Resources Management) - University of California, Santa Barbara (2017)
- Bachelor of Science in Environmental Economics & Policy - University of California, Berkeley (2013)

ROLE

Charles will work at the direction of Kevin in conducting analyses and preparing deliverables for the project.

PROFILE

Charles has a background in natural resource economics and water resources management. His expertise lies in financial modeling and data analysis. He joined Raftelis initially in 2017 as an associate consultant upon receiving a master's degree from the University of California, Santa Barbara's Bren School of Environmental Science & Management. Charles has developed financial models and conducted analyses for water and wastewater rate studies as well as capacity fee studies.

KEY PROJECT EXPERIENCE

Alameda County Water District (CA)

Alameda County Water District (ACWD) engaged Raftelis in 2017 to provide multi-year rate design and financial advisory services. Charles provided ACWD staff with technical support in updating the existing financial plan model that Raftelis had developed for ACWD's previous financial plan update. Additionally, Charles designed alternative inclining tiered rates for consideration by the ACWD Board and developed drought rates to be activated during ACWD's varying drought stages as defined in the agency's Urban Water Management Plan. Charles developed a study report for ACWD staff that outlined the financial plan update and the newly proposed drought rates. Charles also assisted other Raftelis staff in conducting a facility capacity fee study for ACWD during this time.

Antelope Valley-East Kern Water Agency (CA)

The Antelope Valley-East Kern Water Agency (Agency) engaged Raftelis in 2019 to provide an annual update of the Agency's five-year financial plan and to propose rates for 2020. Charles served as lead analyst on the study update. He updated the existing financial plan model, and also worked with Agency staff to evaluate potential rate structure alternatives to be considered in future years. Charles developed a study report to document the key results of the study.

Antelope Valley State Water Contractors Association (CA)

The Antelope Valley State Water Contractors Association (AVSWCA) engaged Raftelis in 2018 to conduct a financial analysis study to develop a proposed replacement water assessment for groundwater users in the area. Charles conducted financial analyses necessary to develop an equitable and defensible replacement water assessment that accounts for State Water Project costs incurred by AVSWCA's member agencies. As the lead analyst on the project, Charles developed an Excel-based replacement water assessment model and drafted a study report for AVSWCA staff.

City of Brentwood (CA)
The City of Brentwood (City) engaged Raftelis to conduct a water and wastewater rate study. In 2017, Raftelis helped the City evaluate the current water and wastewater utilities' cost-of-service and adjusted rates accordingly. Recently Charles updated a financial plan model and performed a cost-of-service analysis for the City's wastewater utility. Charles assisted with the update of existing rates as well as the development of a proposed alternative rate structure and rates.

City of Dixon (CA)
The City of Dixon (City) engaged Raftelis in 2018 to conduct a water rate study to develop updated water rates for the City's water utility. Charles developed a 10-year financial plan model, performed a cost-of-service analysis, and developed a five-year schedule of proposed water rates. Charles also assisted in the preparation of presentation materials for water rate workshops with the City Council.

City of El Monte (CA)
The City of El Monte (City) engaged Raftelis in 2019 to conduct a water rate study. Charles attended meetings with City staff, collected and reviewed necessary data for the study, developed a user-friendly five-year financial plan model, and developed a proposed rate schedule over a five-year period. Additionally, Charles developed water shortage rates to be implemented by the City during times of declared water supply shortages. He also developed a Cost Allocation Plan model in concurrence with the water rate study to assist the City in allocating personnel costs associated with providing water service to the City's water utility.

Goleta Water District (CA)
The Goleta Water District (District) engaged Raftelis in 2019 to conduct a water rate study. Charles developed a multi-year financial plan model, performed a cost-of-service analysis, and developed a five-year schedule of proposed water rates as Raftelis' lead analyst on the study. Additionally, Charles prepared presentation materials for meetings with the District's Board of Directors tings and the rate study report and drafted the study report to serve as an administrative record.

La Cañada Irrigation District (CA)
La Cañada Irrigation District (District) engaged Raftelis to conduct a water rate study. Since the last rate study was performed in 2008, Raftelis helped the District evaluate the cost-of-service and adjusted rates accordingly. In 2017, Charles developed a financial plan model for the District to support the financial plan development for fiscal years 2018 to 2027. Charles also recently performed a cost-of-service analysis to assist with the update of the District's rates.

City of Long Beach (CA)
The City of Long Beach (City) engaged Raftelis in 2018 to develop an updated financial plan model for the City's water and wastewater utilities. Raftelis had previously conducted a comprehensive water and wastewater cost-of-service rate study in 2016 for the City. Charles developed an updated financial plan model to be used by City staff in future financial planning efforts. The financial plan model was designed specifically to facilitate ease of use and understanding while providing for convenient and flexible scenario analysis. Charles worked with City staff to provide customized model features with specific functionalities based on requests and input from City staff.

Olivenhain Municipal Water District (CA)
Olivenhain Municipal Water District (District) engaged Raftelis in 2019 to conduct a comprehensive water rate study. As a member agency of the San Diego County Water Authority (SDCWA), the District provides water service to over 80,000 people in northern San Diego County. Raftelis had conducted the previous cost-of-service analysis and rate study for the District in 2014. As part of the rate study effort, Charles developed a new financial plan model for the District's water enterprise, performed a cost-of-service analysis, and developed updated tiered rates based on current customer

usage characteristics. Additionally, Charles assisted in redesigning the District's water supply shortage rates, which are activated during periods of reduced water demand in order to recover reduced revenues from volumetric rates.

National Water and Sewerage Authority of Grenada (Eastern Caribbean)

The National Water and Sewerage Authority of Grenada (NAWASA) engaged Raftelis in 2019 to conduct a water and sewer rate study for the eastern Caribbean country of Grenada's national water and sewer utility. Charles developed a water and wastewater financial plan and rate model in Microsoft Excel and travelled out to Grenada for a week of onsite meetings with NAWASA staff. Charles worked directly with NAWASA staff to develop and refine model results, and assisted with the development of a study report to document the key results of the study.

Rancho California Water District (CA)

Rancho California Water District (District) engaged Raftelis in 2017 to conduct a water capacity fees study. Raftelis reviewed and updated the existing methodology for calculating the District's water capacity fees, developed a water capacity fee model for use in calculating updated capacity fees. As part of the study, Charles developed the water capacity fee model, calculated updated water capacity fees, and drafted the study report.

The District engaged Raftelis in 2018 to conduct a two-year water, recycled water, and wastewater rate study. Raftelis developed a cost-of-service rate model to allocate costs and calculate rates for fiscal years 2019 and 2020. Charles assisted with rate model revisions, prepared presentation materials for meetings with the District's Board of Directors, and drafted the rate study report.

Santa Ana Watershed Project Authority (CA)

The Santa Ana Watershed Project Authority (Authority) engaged Raftelis in 2017 to develop a rate model for the Inland Empire Brine Line, which is a pipeline used to divert non-reclaimable wastewater of high brine content from the upper Santa Ana River Basin. Raftelis reviewed and recommended changes to the Authority's reserve policies, developed a 10-year financial plan for the Brine Line Enterprise Fund, performed a multi-year cost-of-service analysis, and developed a rate model for use in calculating rates assessed to the Brine Line's dischargers. Additionally, Raftelis assessed and recommended potential methodologies to be used in the development of long-term capacity leasing rates and rental charges. Charles developed the financial plan, assisted with the cost-of-service analysis and rate calculation, drafted the study report, and attended multiple meeting with the Authority's staff.

City of Simi Valley (CA)

The City of Simi Valley (City) engaged Raftelis in 2019 to conduct a water rate study for the City's water utility. The Study included the development of a five-year financial plan, a cost-of-service analysis, and the development of proposed water rates over a five-year period. Charles served as lead analyst and conducted the vast majority of the technical analyses required for the study.

City of Sonoma (CA)

The City of Sonoma (City) engaged Raftelis in 2018 to conduct a water rate study for the City's water utility. The study included the development of a five-year financial plan, a cost-of-service analysis, and the development of proposed water rates for fiscal years 2019-2023. Charles processed and analyzed account level billed water consumption data, assisted in development of the water rate model, and drafted the water rate study report.

City of Watsonville (CA)

Raftelis was engaged to develop 10-year financial plans for the City of Watsonville's (City) water, wastewater, and solid waste enterprise funds. The goal was to develop a financial plan model that could be used as a financial planning tool to determine the necessary rate adjustments and bond issuances for maintaining operations as well as handling several large

capital projects. Charles assisted with developing a water, wastewater, and solid waste financial plan and cost of service rate model as part of the study.

PROJECT LIST

- Alameda County Water District (CA) – Water rate update study
- Antelope Valley-East Kern Water Agency (CA) – Water rate update study
- Antelope Valley State Water Contractors Association (CA) – Replacement water assessment study
- Borrego Water District (CA) – Water affordability assessment
- City of Brentwood (CA) – Water and wastewater rate study
- Castaic Lake Water Agency (CA) – Facility capacity fee update study
- Cucamonga Valley Water District (CA) –Multi-year water and drought rate study
- City of Dixon (CA) – Water rate study
- City of El Monte – Water rate study and cost allocation plan
- Goleta Water District (CA) – Water rate study
- City of Huntington Beach (CA) – Water rate study update
- County of Inyo (CA) – Water rate study
- La Cañada Irrigation District (CA) – Water rate study
- Las Virgenes Municipal Water District (CA) – Water and wastewater rate study
- City of Lincoln (CA) – Water rate study
- City of Long Beach (CA) – Water and wastewater financial plan development
- Marin Municipal Water District (CA) – Miscellaneous fee study
- Mojave Water Agency (CA) – Strategic financial plan
- National Water and Sewerage Authority of Grenada (Eastern Caribbean) – Water and sewer rate study
- Olivenhain Municipal Water District (CA) – Water rate study
- Rancho California Water District (CA) – Water capacity fee study
- Rancho California Water District (CA) – Water cost of service study
- Sacramento Suburban Water District (CA) – Water rate study
- Santa Ana Watershed Project Authority (CA) – Inland Empire Brine Line rate model
- Santa Rosa Plain, Sonoma Valley, & Petaluma Valley Groundwater Sustainability Agencies (CA) – Groundwater sustainability agency fee analysis and rate setting services
- South Mesa Water Company (CA) – Water rate study and connection fee update
- City of Simi Valley (CA) – Water rate study
- City of Sonoma (CA) – Water rate study
- South Mesa Water Company (CA) – Water rate study
- City of Thousand Oaks (CA) – Water financial plan update and wastewater cost-of-service rate study
- City of Ventura (CA) – Water and wastewater rate study
- Victor Valley Wastewater Reclamation Authority (CA) – Wastewater rate study and capacity fee study
- City of Watsonville (CA) – Water, wastewater, and solid waste rate study

Lindsay Roth

CONSULTING SUPPORT

Associate Consultant



ROLE

Lindsay will work at the direction of Kevin in conducting analyses and preparing deliverables for the project.

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PROFILE

Lindsay has over two years of experience working in the environmental field and has a graduate degree in water resources management. At Raftelis, she has contributed to financial models and analyses for water and wastewater rate studies as well as bill impact analyses. Prior to joining Raftelis, Lindsay was a student consultant for the North Carolina Department of Environmental Quality, assessing the state's algal bloom monitoring program and nutrient criteria. She also interned for the Conservation Trust for North Carolina, developing best practices for the organization to participate in community-based environmental justice. She is based in Raftelis' Los Angeles Office.

Specialties

- Data analysis & visualization
- Water & sewer financial analysis
- Statistical analysis

Professional History

- Raftelis: Associate Consultant (2020-present)
- North Carolina Department of Environmental Quality: Student Consultant (2019-2020)
- Conservation Trust for North Carolina: Disaster Mitigation and Climate Resiliency Intern (2019)

Education

- Master of Environmental Management in Water Resources Management - Nicholas School of the Environment, Duke University (2020)
- Bachelor of Science in Earth and Environmental Sciences - Tulane University (2016)

KEY PROJECT EXPERIENCE

City of Coronado (CA)

The City of Coronado (City) engaged Raftelis in 2021 to review and evaluate the City's current rate-setting methodology, update the financial plan for a five-year period, and propose rates for 2022. The City's sewer rates included contracted transportation and treatment fees for three US Navy Campuses. Lindsay served as the lead analyst on the study update. She developed a financial plan and worked with the project team to evaluate potential rate structure alternatives.

City of Hayward (CA)

The City of Hayward (City) engaged Raftelis in 2021 to conduct a comprehensive water cost of service and rate study proposing rates for the next two years and to provide a financial plan and rate model to serve as a planning resource for future use. The project required a balance of multiple financial objectives, including managing increasing water costs from the San Francisco Public Utilities Commission while also producing rates that were affordable for all customer classes. Lindsay served as an associate consultant on the project and assisted in the development of an updated 10-year financial plan for the City and a detailed rate study report explaining each step of the rate study process.

City of Thousand Oaks (CA)

City of Thousand Oaks (City) engaged Raftelis in 2021 to conduct water and wastewater financial plan update as well as a water rate study. Lindsay served as an associate consultant on the project and helped to develop an updated water rate model and an updated wastewater financial plan model forecasting projected revenues and expenditures for the next 5 years. The study required Raftelis to develop rates that accounted large CIP project expenditures planned for the study period for both the water and wastewater utilities while avoiding rate shock for customers. The updated models also included various capital expenditure and rate adjustment scenarios in order to aid in the City's decision-making process.

City of Torrance (CA)

City of Torrance (City) engaged Raftelis in 2021 to conduct wastewater rate study update. Lindsay served as the lead analyst on the project and helped to build a wastewater rate model projecting revenues and expenditures for the next 5 years. The City had recently taken on more CIP projects under the wastewater fund due to a new policy that required stormwater projects to fall under wastewater's jurisdiction. The study required Raftelis to develop cost of service rates that generated enough revenue to fund these projects without having to issue any debt while maintaining fairness and affordability goals for all customer classes.

City of Ventura (CA)

The City of Ventura (City) engaged Raftelis in 2020 to conduct a comprehensive water and wastewater cost of service and rate study. Lindsay served as an associate consultant on the project and helped analyze the impacts of the proposed rates on monthly water and wastewater bills for each customer class.

RELEVANT PROFESSIONAL EXPERIENCE

North Carolina Department of Environmental Quality: Student Consultant (2019-2020)

The Division of Water Resources at the North Carolina Department of Environmental Quality works to understand and manage the proliferation of algal blooms in lakes and reservoirs across the state. Lindsay worked with a team of Nicholas School students to analyze ambient water quality monitoring data and provide recommendations on how the agency could improve their harmful algal bloom nutrient criteria and management strategies. Her work included the development of multiple linear regression statistical models to understand the morphological drivers of lakes and reservoirs for algal blooms across the Piedmont region of North Carolina.

PROJECT LIST

- City of Coronado (CA) – Wastewater rate study
- City of Hayward (CA) – Water rate study
- Rincon Del Diablo (CA) – Reserve policy survey study
- City of Torrance (CA) – Wastewater rate study
- Thousand Oaks (CA) – Water and wastewater rate study
- City of Ventura (CA) – Water and wastewater bill impact study

PRESENTATIONS

- "Morphology and Land Use Predictors of Algal Blooms in North Carolina Piedmont Reservoirs and Lakes", WRRI, 2020 (postponed)

Sam Villegas APR

OUTREACH
Senior Manager



ROLE

Sam will serve as primary architect of the stakeholder outreach program, and work with the City's team to ensure goals and objectives are met.

PROFILE

Sam is an award-winning communications and outreach strategist, with more 25 years of experience conducting strategic communication and public outreach for public works, in the areas of water, energy, solid waste and recycling. Sam began her career helping municipalities and corporations increase their recycling rates. From there she worked on a national campaign for EPA to promote energy efficiency investments to small businesses. After that, Sam turned her focus to water and wastewater, helping utilities and public works agencies build support for rate increases and infrastructure investments. Sam played the lead communications role at water and wastewater utility Loudoun Water and was part of the executive team at American Water, where she cultivated enterprise-wide understanding and support for proactive public outreach and she executed successful education campaigns that raised awareness of issues and programs, changed behaviors and attitudes, and built trust in the organization. As an independent consultant (SaVi PR), Sam continued to advise water and wastewater utilities, as well several municipal solid waste and recycling offices with strategic communication and public engagement.

KEY PROJECT EXPERIENCE

American Water (KY)
Sam led external affairs for nine state subsidiaries of the nation's largest investor-owned water and wastewater utility, American Water. Sam provided executive level proactive and strategic PR counsel to her division's leadership and successfully directed the development and execution of nine fully integrated communications strategies across nine states to explain complex water issues, and to elicit widespread understanding and support for rate increases, as well as positive environmental behaviors. Sam ensured all state strategies were aligned with corporate strategies and all were measurably successful using quantitative methods. Under Sam's guidance and direction, her team of six managers (1) averted a condemnation attempt in TN; (2) restored public trust following a crisis in VA; (3) obtained a favorable ruling on a rate increase in WV; and (4) garnered widespread public support for a major infrastructure project in KY.

American Water Works Association (CO)
Guide to Risk Communication
American Water Works Association (AWWA) looked to Raftelis to develop a comprehensive risk communication guide for utilities: Trending in an Instant. Sam served as copyeditor for this guidance

Specialties
- Stakeholder engagement/public involvement programs
- Strategic communications planning & execution
- Crisis & risk communications planning, messaging & execution
- Community-based social marketing (behavioural change marketing)
- Outreach program assessment & measurement
- Development & oversight of paid (advertising), earned (stories placed), shared (social) & owned media
- Writing & copyediting
- Public speaking

Professional History
- Raftelis: Senior Manager (2022-present); Director of Strategic Communication Services (2021); Senior Consultant (2019-2020)
- SaVi PR, LLC: Owner
- American Water: Vice President
- Loudoun Water: Manager of Communications
- CEC: Public Affairs Specialist
- Lisboa: Senior Account Manager
- Mitchell Petersen: Account Executive

Education
- Accredited in Public Relations - The Public Relations Society of America
- Master of Science in Environmental Policy - Johns Hopkins University (1998)
- Bachelor of Science in Biology (Environmental Science) - Pennsylvania State University (1992)

Professional Memberships
- AWWA
- International Association of Public Participation
- NACWA
- Public Relations Society of America: Board Member
- Social Marketing Association of North America
- Water Environment Federation

document, which helps utilities enhance their ability to communicate effectively when they find themselves unexpectedly in the traditional and social media spotlight. The guide provides research into the psychology and behavior behind consumer response to media-driven community fears and, more importantly, deliver targeted tools and action steps to help utilities respond effectively before, during, and after a high-profile communications issue in their service area. The guide describes proven risk communication techniques, such as how to return to productive conversation when people are communicating in a perceived high-risk environment and offers social media strategies to employ during crisis, such as how to prepare, how to react, and what to do after the crisis ends.

American Water Works Association (CO)

Communicating about Lead in Drinking Water

Upon the growing discussion of the health risks from very low levels of lead in drinking water, Sam was hired to assist AWWA in the development of a guidance document for water systems, on how and why they should proactively communicate with customers about lead exposure from drinking water, lead service line replacement, and other issues pertaining to the shared responsibility customers have with their utility, to jointly protect their family's health. For this guide, Sam compiled and developed key messages, sample outreach materials and she provided a framework for conducting outreach on all facets of the issue.

Arlington County Water Pollution Control Bureau (VA)

In recognition of the specific and direct impacts biosolids master planning can have on the community, Sam was retained to develop a comprehensive outreach plan over the course of the master planning process. Two key pieces of the effort were a stakeholder advisor committee, comprising a cross section of interested and impacted stakeholders in the County, which met quarterly over two years, and a strategic communication plan the County staff could execute through each stage of the project through design, build and operations. This program enabled early, frequent and two-way communication with key stakeholders and residents throughout the Planning, Design and Construction phases of the project, with the goal of exchanging ideas and knowledge, as well as garnering recommendations and asking support for the technology selected. The final biosolids master plan was presented to the County Board of Supervisors with support from most stakeholders.

Association of State Drinking Water Administrators (VA)

Sam began supporting the Association of State Drinking Water Administrators (ASDWA) with strategic communication and organizational development services in 2017. Sam transformed member engagement with revamped communications products such as its "Year in Review" annual report, and she has developed fact sheets, stakeholder emails, and revamped its board packet. Sam copyedits for voice, tone and grammar, all major documents and reports for ASDWA, such as its report to EPA on shortfalls of statewide funding for drinking water programs and its comments on the new Lead and Copper Rule Revisions. From a management standpoint, Sam plans and facilitates staff retreats and work sessions, coaches staff on project management, and she led the ASDWA staff and Board through the development of its first strategic plan. Sam continues to support ASDWA with strategic plan implementation and technical writing.

Charlotte Water (NC)

Raftelis was hired by Charlotte Water to help them promote a new bill design. The goal of the campaign was to ensure no one was surprised. As project manager, Sam led the Raftelis team to create a six-week, measurable promotional campaign with tagline (*a bill as clear as the water we provide*) and graphics, that included paid digital ads, social media, a video, billing inserts, bill and envelope messages, city newsletter articles, website, and staff newsletter article.

Connecticut Water (CT)

Sam conducted a comprehensive audit and evaluation of Connecticut Water's employee communications program with surveys, one-on-one interviews, and small-group meetings. She also benchmarked its employee communication performance against several companies of similar structure and size.

City of Cleveland (OH)

Sam developed a comprehensive engagement strategy to turn around public opinion of the City of Cleveland's (City) plan for sustainably managing its waste. The strategy spelled out specific tactics to achieve the City's objectives that included a new message platform, a series of community meetings, partnership development, and a social media plan, which was intended to work in tandem with other efforts to reset the public discourse on the topic, educate stakeholders on the waste issues the City is seeking to solve, and meaningfully engage the community in a dialogue about solutions.

City of Corpus Christi (TX)

The Raftelis team assisted the City of Corpus Christi (City) (population 326,000) with the development of a stormwater utility fee to fund the City's stormwater management, operations, maintenance, and MS4 compliance. Ms. Villegas provided support and strategic guidance to the City on public involvement and communications. Ms. Villegas, with support from a local PR firm, conducted stakeholder research and developed a communications plan, and designed and helped facilitate a series of stakeholder advisory group meetings so affected stakeholders could have a voice into the stormwater fee development. The pandemic put a pause on the work, just as a fee was nearly finalized and Raftelis' work with the City is on hold until 2021.

Daphne Utilities (AL)

Sam developed a crisis communication plan, crisis communication training and media spokesperson training for Daphne Utilities, a water, wastewater and gas utility in Alabama. For the crisis training, Sam walked the staff through a series of table-top exercises to test and apply the plan. For the media training, Sam provided both off and on-camera guidance, where participants learned how to hook, bridge, and flag. She then filmed them so they could apply what they learned in mock, on-camera interviews, and then she facilitated a team coaching session while watching the videos. Sam also developed and delivered a three-year strategic communications plan to guide DU's communication and outreach activities through 2022.

Fairfax County (VA) (Sub to CDM)

Sam is currently under contract to develop and execute a strategic communication and engagement plan to help the County inform and engage internal and external stakeholders on the Tysons West Pump Station and Conveyance System. The work includes development of messages and materials, engagement strategies, facilitation of meetings and general counsel to the team on the public outreach.

City of Fort Worth (TX)

Sam designed and executed comprehensive public involvement plan to engage businesses and citizens in the development of the City of Fort Worth's (City) comprehensive solid waste management plan. She designed and executed intercept interviews, online surveys, focus group and workshop moderator guides, and provided general counsel to leadership team on best practices for engagement and soliciting input. As a result, the City had a solid waste management plan that had the buy-in and input from its community stakeholders.

Howard County (MD)

Sam conducted a comprehensive analysis of the division of recycling's communications and outreach program. The assessment included conducting a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis with the internal team; a county-wide digital survey, three focus groups and benchmarks with three similar communities. The Howard County Recycling Division's (Division) current communications plan and all its educational materials as well as outreach efforts were reviewed and assessed for effectiveness in meeting the Division's goals and all was captured in a detailed report, with specific recommendations for improvement.

Loudoun Water (VA)

Sam served for 10 years as the organization's first official spokesperson and lead strategic public relations counsel. She planned and executed comprehensive and integrated communications strategy across multiple platforms to explain complex water issues and elicit positive environmental behaviors; she established the utility's first social media platforms and educated staff on their value and use; she established the utility's first media policy and employed proactive media strategies to garner story placements in local papers, and DC's broadcast media; she initiated and oversaw the successful and comprehensive re-branding of the organization from Loudoun County Sanitation Authority to Loudoun Water; she initiated and oversaw two major upgrades to the utility's internet and intranet sites automating several services and improving engagement opportunities with the public; she initiated and oversaw the design and production of a 3,500 square-foot education center; she developed and oversaw the utility's official outreach efforts on all capital projects; and she served as spokesperson to customers, elected officials, the media, community partners, school groups and others on topics of infrastructure investment, conservation, safe disposal of waste, rates, and watershed protection. Sam was an active participant and leader in the Washington DC-area on water and wastewater outreach efforts and campaigns. Sam designed and executed several summer education campaigns to reduce water use, such as a "Brown is the New Green," photo contest that challenged customers to let their lawns go brown and a long-term outreach campaign called "Water You Thinking" which focused on Loudoun residents' overwatering of their lawns. The photo contest garnered Washington DC broadcast TV coverage, local print coverage, and reduced the maximum daily demand by about 15 percent. Sam also developed and executed a communication plan for two major rate increases. Strategies relied on the development of relationships with key community stakeholders, such as HOA leadership, environmental groups, and elected officials to build trust and credibility for the utility's work. Following the announcement of the utility's largest increase in its history, the editorial board of the local paper wrote an Op-Ed urging all customers to trust the utility and support the rate increase, and at the public hearing, several customers spoke in favor of it, a first in the organization's 50-year history.

Maryland American Water (MD)

To address long-term water supply issues, Maryland American Water was planning to build a lined, earthen embankment with a capacity of 90 million gallons of raw water on a 40-acre historic site, which would provide a 100-day water supply in case of drought or emergency. Sam developed and executed a comprehensive stakeholder engagement strategy to build public understanding and support for the project. The plan applied a mix of strategies that included media outreach, the establishment of a stakeholder advisory committee to advise the company throughout the planning and design of the project; and storytelling through a variety of means, including direct mail, social media and e-mail. Because of these efforts, Maryland American Water was able to construct the impoundment with the support of local Town and County elected officials, the development and business communities, the department of parks and recreation who partnered with the team to plan a trail system through the site, and the family whose ancestors owned the property. Historic structures were preserved throughout construction and Maryland American earned the community's trust for developing the project with their concerns at heart.

Metropolitan Washington Council of Governments (DC)

More than 15 different water and wastewater agencies serve the residents and businesses of the metropolitan Washington, DC region. With constant movement of customers across jurisdictional boundaries for work and play, it's hard for any single utility to reach them well; having a shared media market doesn't always help. Sam has been working with the group to elevate their communications coordination efforts to ensure these agencies coordinate their messaging to consumers and are as consistent as possible, focusing on the topics of greatest need and least public awareness. For this project Sam oversaw deployment of the first regional digital survey on water and wastewater awareness and behaviors, as well as a series of In-Depth Interviews with utility leaders. Using this data, she developed a strategic communications plan, coordinated messaging on key focus areas, and a seasonal content calendar to ensure consistency among - and credibility for - the region's water and wastewater sector. Sam's work with the Metropolitan Washington Council of Governments continues, as she is counseling the Anacostia Watershed Messaging Partnership with a comprehensive 3-

year strategic outreach and messaging plan in support of raising awareness of and changing behaviors to protect the Anacostia River and its watershed.

Montgomery County (MD)

Sam provided support to the execution of a comprehensive outreach program to increase recycling of yard trimmings and to increase proper disposal of household hazardous waste throughout the county. The program employed direct mail, public service advertising, point-of-purchase displays, and earned media.

Mount Holly (NC)

Raftelis assisted the City of Mt. Holly (City) (pop. 14,000) with developing a five-year financial forecast and rate study for the water and sewer utilities. The study involved projecting revenue requirements over a 10-year period and the rates necessary to ensure the City is self-sufficient and rate structure alternatives. When the City Council approved the recommended rate increases and the rate structure changes Ms. Villegas provided the City with talking points, FAQs, an article for the City's newsletter, an infographic that explained the rate components, and a list of recommended community outreach activities City staff could also perform. Ms. Villegas worked with the Raftelis data experts to also develop a rate calculator for the City's website.

National Association of Clean Water Agencies (DC)

Raftelis was hired by the National Association of Clean Water Agencies (NACWA) to develop, as part of their 50th anniversary, an inspirational and aspirational story about how clean water has transformed communities over the last 50 years. Deliverables include a printed book and website, plus more than 20 case studies nationwide from NACWA members. Sam worked with the members to develop 22 case studies, she conducted research for the book and website, she is the book's primary author and Sam provided assistance in the management of the deliverables.

Prince William County (VA)

Sam conducted a comprehensive analysis of the division of solid wastes' communications and outreach program. The assessment included conducting a literature search; developing and conducting email surveys of the commercial sector and multi-family sector; and intercept interviews of residents. The Division's current communications plan and all its educational materials were reviewed and assessed for effectiveness in meeting the Division's goals and all was captured in a detailed report, with specific recommendations for improvement.

Spring Valley (DC)

Under contract to the Army Corps of Engineers, Sam conducted public engagement for the Corps' cleanup of a formerly used defense site by recruiting for, and facilitating, a Restoration Advisory Board, composed of a cross section of community members.

Suffolk (VA)

Under contract to Army Corps of Engineers, Sam conducted public engagement for the Corps' cleanup of a formerly used defense site by recruiting for, and facilitating, a Restoration Advisory Board, composed of a cross section of community members.

Virginia American Water (VA)

Sam provided public outreach and strategic communication to support a comprehensive program to replace the city's aging water distribution system. At a replacement rate of approximately three to four miles of pipeline per year, it will take Virginia American Water 100 years to replace the entire system. For the residents of this historic town, that's a lot of disruption for a long time. Sam built understanding and support for this long-term endeavor, among residents, elected officials, businesses, commuters, and other city agencies. Through a series of face-to-face meetings, key partnerships, grassroots marketing and a mix of digital strategies, Virginia American has obtained the cooperation from town agencies,

its businesses and its citizens. In addition, Sam developed and executed the communication plan for a complicated rate increase that affected all four communities differently and added a new sewer rate structure to Dale City customer bills. Sam developed the strategy, wrote talking points, handled media calls, developed and responded to social media posts and provided guidance to all customer service representatives.

Water Environment Federation (VA)

WEF hired Raftelis to develop a communication toolkit to help wastewater agencies communicate confidently about biosolids. Sam led the design and copywriting team that researched biosolids media coverage and interviewed agencies with successful outreach programs; then wrote a comprehensive guide and training module that walks readers through the steps needed to develop and execute a successful biosolids communication effort. The toolkit includes guidance for making the business case for proactive outreach, it covers best practices for handling a "hit piece," for managing pushback from the community, using social media and much more, including downloadable imagery, infographics, social media posts and templates. The team also supported WEF with training on the use of the toolkit.

Water Research Foundation (CO)

For this study, Sam developed and validated a series of messages to inform those that maintain building water systems about Opportunistic Pathogens in Premise Plumbing (OPPPs), with a focus on *Legionella*, and to offer proven steps they can take to protect themselves (and their tenants) from waterborne disease. More specifically, Sam was tasked with (1) identifying the target audiences, routes of communication, and messages based on a series of interviews, workgroups, and material review of existing guidelines; (2) hosting a workshop to elicit experts' review and feedback on messaging materials; (3) refine the messages and routes of communication developed in the workshop. The final document was published by the Water Research Foundation and furnished to member water utilities.

U.S. Department of Energy (DC)

Sam was hired to support DOE's Office of Energy Efficiency and Renewable Energy (EERE). In this role, Sam ghost wrote blog posts on energy efficiency in manufacturing, she copyedited progress alerts, stakeholder emails, news releases, blog posts and web updates; she wrote talking points and prepared staff for media interviews; she oversaw all emailed requests from the media for information and interviews; she rewrote the content for the Technology to Market website and created a new navigational structure and content; she supported the development of a key message platform for Technology to Market group; and she trained managers in public speaking and developing their elevator pitches.

U.S. Environmental Protection Agency (DC)

Sam led a team that designed and launched a national education campaign to promote the benefits of energy efficiency, with a focus on the nation's 23 million small businesses. Sam wrote case studies, helped build the program's award-winning website, created public service advertising using celebrities Greg Germann and Peter MacNichol, and brokered partnerships with large trade organizations to help build support for the program.

PUBLICATIONS

- "Public Outreach Part II: More Cost Savings Than Cost Center," Waste Advantage, 2015
- "Public Outreach Part I: More Science Than Art," Waste Advantage, 2015
- "Eleven Myths About Social Media Every Water Utility Manager Should Know," AWWA Journal, 2013
- "Take the PR Pledge, Ragan Communications," The PR Daily, 2013
- "What Howard Stern Can Teach Us About PR," The PR Daily, 2012
- "Re-examining A Utility's Brand Image," AWWA Journal, 2007
- "A Brand-New Day - Things That Shocked Me While Rebranding," PRSA Tactics, 2007
- "Hydrant Use: Balancing Access and Protection," AWWA Opflow, 2006
- "Changing Behavior with Social Marketing Techniques," PRSA On the Environment Horizon, 2000

PRESENTATIONS

- "Trending in an Instant – Principles of Risk Communication," ACE Virtual Summit, AWWA, online, September, 2020
- "It's Scary Out There – How to Use Social Science in Communication to Decrease Fear and Build Trust," CAPIO Webinar, March, 2020
- "Be a Trusted Source: How to Handle Communication Challenges During COVID-19," AWWA Webinar, March 2020
- "Trending in an Instant – Principles of Risk Communication," Utility Management Conference, WEF, Anaheim, February, 2020
- "Get Your (Communications) Assessment in Gear," Catalyst Conference, June, 2019
- "So, Your Market's Been Disrupted, Now What?" Keynote Speech, Virginia Recycling Association Conference, May, 2019
- "Communications Guidance for Legionella in Building Water Systems," San Francisco Public Utilities Commission Workshop, November, 2018
- "Communications on the Other Side of the Meter," AWWA ACE, Philadelphia, 2017
- "Media Myths and Magic," AWWA ACE, 2016
- "Public Outreach, It's More Science Than Art," WasteCon, 2015
- "Communicating About Lead Service Lines," AWWA ACE, 2014
- "Eleven Myths About Social Media," North Texas Water Symposium, 2013
- "The Power of Proactive Communications," VAAWWA/VAWEA JAM, 2013
- "Building a Sustainable Brand: How to Identify, Attract and Engage Stakeholders in Your Mission," Smart and Sustainable Pre-Conference Workshop, 2013
- "The Importance of PR To A Water Utility," WLI Conference, 2012
- "Advocacy Communications," PLANET Annual Conference, 2011
- "Managing Demand for the Blue in a Green is Godly World," NAGC Conference, 2009
- "Web 2.0 Technology," VA AWWA/VWEA JAM, 2009
- "Communicating Your Value Through Branding," VAAWWA/VWEA JAM, 2007

Matt Wittern APR, PMP

OUTREACH
Senior Consultant



ROLE

Working closely with the City's project team, Matt will develop content for communications and outreach tools, coordinate with graphic designers, and serve as emcee for stakeholder engagement meetings, either virtual or in person.

PROFILE

Matt has a 20+ year public relations career serving clients and customers in the public utility, engineering and construction sectors. He excels at designing and implementing strategic communications campaigns that incorporate stakeholder input to inform, advocate and achieve behavior change. His specialty is successfully translating complex subjects and concepts into messages that are easily understood by target audiences. At Raftelis he manages strategic communications planning and implementation, as well as stakeholder engagement initiatives. Prior to joining Raftelis, Matt managed a variety of public affairs efforts at Denver Water, which included designing the public engagement and public information strategies for nearly a billion dollars' worth of infrastructure projects, spearheading the public process for the utility's policy decision regarding Community Water Fluoridation, and led development of processes to gain stakeholder support for preventative maintenance on critical infrastructure. He earned a B.A. in journalism, is Accredited in Public Relations (APR) from the Public Relations Society of America (PRSA) and achieved status as a Project Management Professional (PMP) from the Project Management Institute. Matt has presented at national conferences including the American Water Works Association's ACE and the City-County Communications and Marketing Association's (3CMA) Annual Conference. Matt's work has earned prestigious Gold Pick Awards from the Colorado Chapter of PRSA and SAVVY Awards from 3CMA.

KEY PROJECT EXPERIENCE

Denver Water (CO)

In the wake of updated guidelines from the Centers for Disease Control and Prevention regarding management of fluoride levels in drinking water, advocates on either side of the policy issue lobbied Denver Water's Board of Water Commissioners (Commissioners). The utility charged Matt with designing and implementing a public process to provide Commissioners with sufficient information to make a policy decision. Matt brought together local and national experts on the issue to debate the pros and cons of managing fluoride levels. This included launch of a strategic communications strategy that built community awareness about the issues that garnered support for the board's ultimate decision. The result was a decision supported by customers who were well informed compared to the start of the campaign and a board that could stand behind the legitimacy of a policy reaffirmed by a process that included robust stakeholder involvement.

Specialties

- Strategic communication planning
- Stakeholder engagement
- Public involvement
- Community outreach
- Primary & secondary research
- Expert positioning
- Media relations
- Social media
- Art direction
- Reputation management
- Coalition building
- Advocacy campaigns

Professional History

- Raftelis: Senior Consultant (2019-present)
- Denver Water: Senior Community Relations Specialist/Communications Manager (2015-2019)
- Communication Infrastructure Group: Counselor (2006-2015)
- CollegeInvest: Marketing Communications Manager (2005-2006)
- Transportation Expansion (T-REX) Project: Community Relations Manager (2002-2005)
- LawsComm: Client Service Coordinator (1998-2002)

Education

- Bachelor of Arts in Technical Journalism (Public Relations) - Colorado State University (1999)

Professional Memberships

- Public Relations Society of America: Accredited in Public Relations (APR)
- Project Management Institute - Project Management Professional (PMP)
- International Association of Public Participation (IAP2) - Certified in Public Participation
- WEF
- AWWA

Denver Water's collection system is unbalanced, lacks resiliency and is at-risk to myriad natural disasters including wildfires, floods and drought. In the federal permitting process for the past 16 years, plans to expand the capacity of Gross Reservoir to help mitigate these risks had grown stagnant while voices of project opponents grew louder. How could Denver Water raise the profile of the nearly $500 million project and gain support from critical stakeholders and customers? How could claims of opponents be effectively rebutted and diffused? How could political support be marshaled and directed to ease the work of permitting entities and oversight authorities? Matt stepped in and became the architect of a multi-layered, multi-faceted advocacy and public information campaign designed to achieve these goals. It included:

- Primary research to gauge support of/opposition to the project, along with identification of top objections from fence sitters and opponents that helped drive key messaging.
- Successful lobbying of state and federal elected officials - including then Colorado Governor John Hickenlooper - to go on record supporting the project.
- Recruiting dozens of local governments and major environmental groups to pledge their support and help negate claims by more radical/fringe environmental groups opposing the project.
- Launch of stakeholder outreach plan including presentations delivered to civic organizations and creation of a community outreach office built to serve as a truth repository and venue to gather ongoing public input.
- Design of a comprehensive proactive media relations campaign that targeted key stakeholders in major media outlets through third-party supporters' letters to the editor, media tours, exclusive interview and meetings with editorial boards.
- Design of robust education campaign delivered via social media campaign that that rebutted common false claims made by project opponents in ways that did not lend them legitimacy by drawing attention to opponents directly.
- Development of a multi-layered online and multimedia presence that delivered compelling messages about the project's purpose and need through rich storytelling, powerful imagery and the use of influential third-party advocates.

City of Port Hueneme (CA)

A rate study had not been performed for some time for this small coastal city, and the City Council stressed that affordability was a key factor for their approval. They also stressed the importance of transparency, especially as it related to ensuring the community's significant population of individuals for whom English was not their primary language. As the strategic communications project coordinator, Matt conducted public outreach efforts for the City of Port Hueneme (City) that included the development of an infographic that explains the City's rate structure changes, a Proposition 218 notice, and facilitated three public workshops to explain the changes. All materials were translated into Spanish-language versions to enable communication across a potential language barrier. Raftelis' recommended rates were subsequently adopted by City Council.

Montecito Water District (CA)

This coastal community faced the opportunity to reduce its reliance on surface water sources that are becoming less and less certain due to the effects of climate change and drought. Their solution was to switch over to a guaranteed source using a state-of-the-art desalination plant. This change modified the cost structure paid by customers, but also came with benefits that were not obvious at first glance. Matt managed the implementation of a strategic communications plan that included development of a variety of communication tools and pieces that effectively made the case for why the changes planned will provide long-term community benefits. Raftelis' recommended changes were subsequently adopted by the board of directors, who also voiced appreciation for the communications and outreach performed in the months leading up to their vote.

Cucamonga Valley Water District (CA)

The Cucamonga Valley Water District, in California's Inland Empire, was updating its rates and fees to account for a modified pass-through fee for State Water Project water, along with aligning its tiered rate structure to more closely

follow the varied costs of different sources of water. In addition, CVWD's financial plan and Capital Investment Plan called for infrastructure upgrades to its aging water infrastructure before costly breaks and outages became more common. Matt coordinated the implementation of a strategic communications and outreach plan that included communication tools such as bill stuffers, FAQs, a fact sheet/infographic, and Proposition 218 notice. Misinformation about the proposed rate increase was quickly rebutted and the board of directors unanimously approved Raftelis' rate recommendation in 2021.

Crestview-Lake Arrowhead Water Agency (CA)

Crestview-Lake Arrowhead Water Agency (CLAWA) had not had a rate increase in 26 years and needed to ensure compliance with California's Proposition 218 requirements. CLAWA sought specialized assistance communicating the purpose and need for rate increases to customers on a strict implementation timeline. Matt provided strategic communications assistance, including guidance on messaging strategy and tactics, resulting in a successful adoption of the recommended rate adjustment.

Amador Water Agency (CA)

Amador Water Agency (AWA or "Agency") provides treated water, untreated water, and wastewater collection and treatment services to approximately 10,000 customers across 568 square miles in Amador County. Over the years, the Agency has absorbed a variety water and wastewater systems that collectively make up its current system. These systems joined Amador Water Agency in various states of repair – often operating below industry standards and best practices. Prior rate adjustments were difficult, and the Agency struggled to perform maintenance and make improvements on its systems to raise levels of service. Raftelis was engaged early in the rate study process, and Matt developed a customized strategic communications plan and messaging that helped the agency tell its story effectively. Using a suite of communications tools, the Agency successfully made the case for the need for rate adjustments and set itself on a path to success.

City of Santa Cruz (CA)

Residents of this popular tourist destination are some of the most water wise in the entire country, and pride themselves on their low per-capita water usage. Raftelis was engaged to perform a detailed water rates study that included a concurrent public involvement component. Over a period of 18 months – and made more difficult by the COVID-19 pandemic – Matt and colleagues at Raftelis provided strategic communications counsel and facilitated stakeholder outreach and engagement activities that informed the rate study process. This process included development of an online engagement community from scratch, multiple community presentations and strategic communication tools. Further, Matt led development and provided art direction on the Proposition 218 Notice, which is a legal requirement before City Council votes to adopt rate change recommendations.

City of St. Helena (CA)

Like many of its neighbors, the City of St. Helena is working to combat the effects of climate change. For this community in California's wine country, customers needed to dramatically curtail their water usage to avoid more painful water restrictions. But with a modest in-house staff, the city asked Raftelis to jump in to help communicate a suite of conservation messages. Within just a period of days, Matt developed conservation messaging, social media content, infographics, newsletter articles, giveaways, fact sheets, and other tools to raise awareness among the city's water customers, which helped result in considerable water conservation.

Western Municipal Water District (CA)

Following a successful water rate study and after defeating a court challenge, the District hired Raftelis to draft an article to share its story with other nearby providers on the tricky issue of water budgets. Working closely with the District Manager and legal counsel, Matt authored a piece and developed accompanying graphics that have been accepted for publication by editors at *Journal AWWA*.

City of Newport Beach (CA)

The City of Newport Beach (City) Utilities Division provides water service to more than 86,000 people over 50 square miles. A high-income community composed of primarily single-family residential properties, there was significant resistance to past water rate increases. For the past four years, City Council declined to increase rates, but with costs such as purchasing supplemental water rising by 75% in recent years, the time had come for action. Matt was on the Raftelis team charged with developing a comprehensive strategic communications plan, messages and communications tools, including a Proposition 218 notice. The effort communicated the great need for infrastructure improvements to ensure continued deliver of high-quality drinking water and water for fire protection. City Council voted to increase rates at the end of 2019.

Elbert County (CO)

During a recent update of Elbert County's impact fees for Parks/Recreation, Public Facilities, Sheriff, and Transportation, Matt was the strategist behind development of the strategic communications and community outreach plan. It prescribed an extensive stakeholder engagement process featuring interactive online meetings and surveys, which informed the study prior to online work sessions with County Commissioners. County leaders credited this work with raising awareness in the community, making the study and recommendations less controversial and thus more politically acceptable.

Town of Jackson (WY)

The Town of Jackson, located in Teton County, boasts among the highest incomes of any county in the United States. Juxtaposed against that is the thousands of hourly and service industry jobs that support the vibrant tourism industry, and Raftelis accepted the challenge to develop a water and wastewater rate structure that was fair and equitable, while pricing in complications such as the prevalence of seasonal homes that only had seasonal demand and impact on the system. Matt led the creation of a Citizen Review Committee made up of representatives from myriad stakeholder groups. Through a series of meetings facilitated by Matt, the CRC ensured that the recommendation ultimately delivered to the Town Council was representative of the community and included measures for affordability. In addition, Matt was the architect of a multi-pronged strategic communications program that helped raise awareness of, and support for, changes to the rate structure among town residents. This included developing a suite of communication tools including newsletter articles, website copy, bill stuffers, graphics, social media content, and a capstone printed piece that summarized the study process.

Northern Colorado Water Conservancy District (CO)

Like many parts of the state, Northern Colorado is experiencing exceptional growth, with a population that is expected to double to a half-million people by 2050. As a key raw water provider to municipalities and agricultural interests, the Northern Colorado Water Conservancy District began plans in the 1980s to provide valuable source water to 15 partners working together to make the Northern Integrated Supply Project a reality. Today, on the cusp of state and federal regulatory approvals, NISP faces opposition from a very small but vocal minority who threaten to derail the public process and stop the project by any means necessary. Millions of dollars, years of planning and thorough environmental study and protections hangs in the balance. Raftelis was hired to assist Northern with development of a comprehensive public outreach and information campaign to ensure continued public support for this critical $1.1 billion project. Matt Wittern conducted thorough primary and secondary research to inform a plan that when implemented will ensure those who will benefit most from the project will understand the value it brings and its role to help ensure a continued thriving community for years to come.

Colorado Department of Transportation (CO)

The Colorado Department of Transportation was in a pinch. After many years of costly traffic congestion through the critical I-70 mountain corridor, funding was secured to conduct the first step in the federal process to conform to

requirements set by the National Environmental Protection Act (NEPA). After performing much of the work associated with the Draft Preliminary Environmental Impact Statement (DPEIS), concerns were raised by officials that the process had not sufficiently engaged members of the local low-income and minority communities. NEPA promotes environmental justice by requiring federal agencies to include a proposed project's potential environmental, economic, and public health impacts on low-income, minority, and rural communities. Mr. Witten was charged with designing and implementing a strategic engagement process to ensure voices from these underrepresented communities were included in the DPEIS. Teaming with partners specializing in multicultural outreach, the program successfully engaged members of this community by approaching with cultural sensitivity and appropriateness. The result was a successful integration of feedback from once underrepresented groups and satisfied environmental justice requirements.

The Colorado Department of Transportation hired Matt and a partner engineering firm to develop a report to inform the Department's approach to public involvement. Through primary and secondary research, and by applying public involvement expertise gained over years of practice, the team delivered the comprehensive report, which became the go-to source on the topic. Feedback from end-users across the state was an incredible validation of the work that was performed. Many had been directed to perform public involvement as part of their individual projects, but there was no prior guidelines for implementation. This report gave important insights, dove deep into practice and provided a solid roadmap to ensure that those most impacted by the Department's work were properly consulted.

Drivers on Interstate 25 between Denver and Fort Collins were fed up. Northbound, the lane count abruptly went from four lanes to two just north of the metro area, creating congestion even during non-peak travel hours. In both directions, road rage was common as aggressive drivers wove in and out of traffic; creating unsafe conditions and frequent accidents that only added time and expense to travelers on this vital thoroughfare. Matt, as part of a consultant team, led community engagement efforts to gather stakeholder input on preferred alternatives to relieve the situation. The team launched a project-specific website (a near first for the time) to increase stakeholder awareness and provided multiple two-way communication channels. Open houses were hosted at strategic points in the community that were designed to lower barriers to participation, and these strategies were successful. As a result of the outreach, stakeholders were in a much better position to understand the engineering and likely funding limitations. Members of the project team benefitted from the fresh eyes of stakeholders who were being impacted by the conditions and were able to screen alternatives to those that addressed the challenges while being responsive to the public's needs.

Denver International Airport South Terminal Redevelopment Program (CO)

Commuter rail was finally coming to Denver International Airport (DIA). The question was – how and where would it connect? The good news is the $500 million program was merely a continuation of the original vision for DIA that included a world-class hotel and open-air plaza. The bad news was the multi-year construction – if managed and communicated improperly – would create chaos at one of the nation's busiest travel hubs.

Matt was on the team hired to develop a strategic communications program designed to properly inform a variety of internal and external stakeholder groups; to convey the vision for the program while also communicating valuable coping messages to avoid or mitigate disruption from construction.

Strategic communications included a variety of stakeholder outreach strategies, including convening a Program Advisory Committee to bring together myriad groups and interests, a leading-edge diversity program to promote inclusion and opportunity, and a host of innovative communication tools (touchscreen kiosk, large vinyl floor messages, special events, etc.).

The result of the multi-year campaign was reduced frustration levels among busy travelers and a program that serves as a model for other regional construction projects that must be undertaken while the underlying infrastructure remains in operation.

City of Wheat Ridge (CO)

Matt was the project manager on the team hired to design and implement a community-based brand identity development for the City of Wheat Ridge (City). The City's existing brand was designed by a high school student in the mid-1970s and despite the brand's age and dated nature, there were voices in the community opposed to the City's rebranding. Matt designed a process that brought together key community stakeholders using a variety of public engagement techniques to draw out from them their view of what was quintessentially Wheat Ridge. These elements were then distilled down to core themes that were woven into the City's new identity. While there was no consensus on what made Wheat Ridge Wheat Ridge, each group could literally point to an element of the brand and buy-in to the brand as a whole. The result was a process that members of City Council praised as the model for how City staff should encourage public involvement. A post-project survey found that 70 percent of respondents agreed that the new identity represents the City as a positive, progressive community.

Cherokee Denver's Redevelopment of the Old Gates Rubber Factory (CO)

An icon (and to some an eyesore) on the Denver skyline since the late-1800s, the Gates Rubber Factory was decommissioned and for decades sat empty and had fallen into disrepair. One reason it remained in such a condition for so long was the significant environmental contamination that was present at the site that had been found to be leaching chemicals into the water table and into surrounding neighborhoods. Cherokee Denver, a developer specializing in brownfield redevelopments, secured the property and began work to revitalize it into a modern mixed-use destination including residential, retail, commercial and public spaces.

Wary of powerful nearby neighborhood groups, Cherokee Denver hired Matt to lead community relations and public engagement activities designed to inform the community of future plans and incorporate public feedback to avoid political hurdles. Through a comprehensive campaign of education and outreach, Matt built valuable mutually beneficial relationships with community leaders, business interests, homeowner's associations and elected officials. On his recommendation, Cherokee Denver convened the Cherokee Denver Redevelopment Advisory Committee, which consisted of community leaders and some of the project's most outspoken opponents. Through dialogue and relationship building, objections from opponents dwindled and community support increased. The project resulted in a development that was properly remediated environmentally and today the community is one of the most desirable and visited in the area.

PRESENTATIONS

- "Building Support for Water Rate Increases" Colorado Municipal League 2021 Annual Conference
- "Biosolids Communication Toolkit Workshop" Water Environment Federation
- "Re-imagining Engagement: Harvesting what we've learned about virtual public engagement for the future" ACE '21 Annual Conference
- "Re-imagining Engagement: Harvesting what we've learned about virtual public engagement for the future" Arizona Water Association 2021 Annual Conference
- "It's Human Nature: Using Social Science to Enhance Your Communications," RMSAWWA/RMWEA, 2020
- "Ensuring Public Process Legitimacy Through the Lens of The Community Water Fluoridation Issue," AWWA ACE Conference, 2016

PUBLICATIONS

- "Leverage Social Media in Times of Crisis", Article, Journal AWWA, 2020

Project Understanding

The City of St. Helena (City) provides water and wastewater services to approximately 2,500 accounts across a population of 7,000. The City, centrally located in Napa Valley, procures and treats on average 1,600 acre-feet of water supply locally from Bell Canyon Reservoir, the Stonebridge Wells, and purchased water from the City of Napa. Due to recent drought conditions, the City's water supply availability reached critical levels, triggering mandatory conservation and water allocations for all connections.

The City would like to evaluate resuming the Meter Replacement Program project. The City's Wastewater Treatment Facility, which was constructed in the 1960s, is required to meet new wastewater treatment standards set forth by the Regional Water Resources Control Board to meet stricter environmental requirements. The City is required to phase in the improvements to the wastewater treatment plant. The City, City Council, and utility ratepayers require a strategy to meet the new requirements, develop the required design and engineering documents, and construct the needed improvements.

The selected consultant for the study will conduct a financial analysis, cost of service, and rate study (Study), for the water and wastewater utilities. The financial plans, cost-of-service analyses, and proposed rates will consider strategic tools such as drought rates and alternative rate structures to incorporate the approved capital improvement plan (CIP) and achieve other policy objectives.

Project Approach

Our approach entails several distinct and interrelated work efforts. Raftelis will work with City staff on an ongoing basis via scheduled in-person meetings and web conferences to achieve project milestones on time and complete the Study on schedule. Raftelis will use the tasks described in the following to develop utility rates in compliance with Proposition 218, industry standards, and the City's goals and objectives.

While Raftelis is not a law firm, we have helped numerous agencies throughout the State develop rates and rate structures that are defensible and align with Proposition 218 requirements. Raftelis assisted the Sweetwater Authority, City of San Juan Capistrano, and Soquel Creek Water City with revised rates after their legal challenges and is confident in our approach to rate design. If desired, we will work with the City's Attorney throughout the Study to ensure that counsel, City staff, and the Raftelis project team agree prior to presenting any modifications to or new rate structures in a public forum.

Task 1: Project Initiation, Management, and Data Collection

Our project management approach stresses communication, teamwork, objectivity, and accountability to meet project objectives. We believe in a no-surprises approach and communicate regularly with clients through in-person meetings and webinars so that the City is aware of the project status at all times. Raftelis' quality assurance/quality control (QA/QC) process fosters high-quality and accurate work. The process extends to a review of the Study Report to ensure that it is comprehensive and consistent with Study results and to make certain that it conveys the rationale and derivation of our recommendations and proposed rates.

We believe that a productive kick-off meeting is the most effective way to begin an engagement of this nature. Raftelis uses the kick-off meeting to perform our due diligence and ensure that project stakeholders agree to the goals, approach,

work plan, schedule, and study priorities. In addition, we will discuss any pertinent background information as well as gain more familiarity with the City's utilities. As part of the meeting, Raftelis will discern drivers for the Study, discuss current utility challenges, work with City staff to identify and prioritize objectives, develop an understanding of the financial plan and current rate structure, review the data request list, and pinpoint data gaps or questions.

A detailed data request list will be submitted before the kick-off meeting so that the City can begin assembling any appropriate data. We will also provide City staff with an agenda in advance of the meeting and detailed notes of the decisions and outcomes of the meeting.

PLANNED MEETINGS:

- One kick-off meeting with City staff

DELIVERABLES:

- Data request list
- Agenda for kick-off meeting
- Presentation materials
- Meeting minutes

Task 2: Financial Plan Development for Water and Wastewater Services

An important element in conducting a comprehensive rate study is to establish comprehensive short- and long-term financial plans for the City's utilities. Raftelis will create a model to examine the utilities' 10-year financial plan to determine the additional revenue required to ensure the financial integrity of the City's utility enterprises. Based on water use and new connection growth estimates, the financial model will project existing rate revenues to assess the current rate structure's performance as a baseline. Similarly, the model will project other operating and non-operating revenues as well as operating and capital expenses to develop a ten-year cash flow analysis for both enterprises. The cashflow analysis will determine the revenue adjustments (i.e., gross revenue increases) required while maintaining an effort to minimize rate fluctuations. In identifying the revenue adjustments, we establish the funding requirements that the recommended rates will need to achieve to fully fund system costs and other costs resulting from future standards and regulations.

In preparing these plans, we will analyze the City's current policies and practices for funding utility operations, capital facilities plans, and debt service requirements. In discussions with City staff, we will consider various financing options, or a combination of options, such as operating revenue, new debt issuances, and miscellaneous fees.

We will assist the City in achieving a suitable balance among the financing options when developing the proposed financial plans, which will accomplish the following:

- Ensure financial sufficiency to meet operating and capital costs
- Achieve prudent financial reserves levels
- Meet the City's service policies and objectives
- Fairly distribute financing responsibility to appropriate users

Having detailed financial plans will ensure that the City's utilities are operating in a revenue self-sufficient manner and meet debt covenant requirements. We will develop separate standalone financial plans for both the water and wastewater utilities. The financial plans for each utility will include a capital improvement financing component that ensures each utility can fully finance the City's proposed CIP while minimizing impacts to existing ratepayers and complying with any existing bond covenants.

Review of Financial Reserves Policies

As part of this task, Raftelis will evaluate the City's current reserve policies and may recommend changes to the existing policies that allow the utilities to meet their financial goals most effectively. These financial policy requirements will include options to identify appropriate target reserve levels to meet financial objectives while achieving other rate objectives. We will compare to the City's current reserve policies for each utility. The recommendation's goals will be to:

- Ensure sufficient cash flows for daily and yearly operations and capital projects
- Provide adequate cash flows to maintain, or to quickly resume, normal service levels after exposure to unexpected risks or emergency failure
- Maintain or achieve specific credit ratings

Current reserves will be evaluated to determine if individual funds require re-balancing, elimination, or amendment to achieve the goals for which each was designed. Reserves to discuss include, and are not limited to, the following:

- Operation and Maintenance Reserve – Yearly cash flow requirements
- Capital Reserve – Adopted Repair and Replacement program
- Emergency Reserve – Based on the most critical and vulnerable assets
- Rate Stabilization Reserve – To mitigate volatility in operating revenues and rates

As part of this study, we will discuss critical challenges to the water and wastewater utilities in today's environment. Questions to consider include:

- What are the current financial concerns to be addressed?
- What potential federal, state, or local regulations will impact the City's water and wastewater operations?
- What are the top risk factors to be evaluated in the Study? For example, volatile water sales, uncertain capital liabilities, emergency asset failure, etc.
- How do these risk factors financially impact the City’s utilities?



Raftelis will develop a customized financial model that incorporates a dashboard to allow you to easily run scenarios and see the impacts in real time. Shown here is a sample dashboard that we developed for another project.

Develop Revenue Requirements

This task includes the projection of budget items, such as annual costs related to water supply, power, personnel, materials, plant investment, other O&M expenses, transfers, reserve contributions, and debt service using assumptions based on different economic factors and growth trends.

We will examine the effect of variations in factors that impact the utility's future revenue requirements to identify one or more financial plan options. Projecting revenue adjustments over a multi-year planning horizon can illustrate future rate impacts and potential challenges to the City utilities' financial situation. This will allow the City to adjust its expenses, transfers, and reserve balances; or schedule capital projects to smooth rate impacts and maintain financial stability.

The cash flow worksheet incorporates revenues generated from different sources, expenses needed to maintain the utility systems, any transfers in and out of the enterprise funds, as well as the coverage needed to meet current and proposed debt service requirements.

PLANNED MEETINGS:

- Three webinars with City staff

DELIVERABLES:

- Water and wastewater financial plan models in Microsoft Excel
- Rate survey in Microsoft Excel

Task 3: Cost-of-Service Analysis

Raftelis will complete a cost-of-service analysis to determine updated cost allocations to the City's utility systems to ensure costs are fairly recovered across user classes. Raftelis will incorporate the City's policy considerations and the requirements of Proposition 218 throughout the water and wastewater cost allocation process.

Water

The cost-of-service analysis will be based on industry standards and methodologies approved by the American Water Works Association (AWWA) and described in their *M1 Manual: Principles of Water Rates, Fees, and Charges*. Customer class cost allocations will be based on the AWWA-approved Base-Extra Capacity approach, focusing on each customer class' varying demand patterns and peak-use characteristics. At this stage, Raftelis will also identify any new customer classes, or classes to be consolidated, if warranted. Based on the revenue requirement specified in the financial plan task, expenses are functionalized and then allocated to cost causation components, including the supply (purchase of water, pumping of groundwater, and diversion of surface water), extra capacity, meter maintenance, customer, conservation, and other direct or indirect costs consistent with industry standards. This task aims to distribute the cost components to customer classes based on the cost responsibility of each. The end result is the total cost to serve each customer class and is used as the basis to develop rates for each class and tier.

Wastewater

The wastewater cost-of-service is based on industry standards and methodologies approved by the Water Environment Federation (WEF)'s and described in WEF's *Manual of Practice No. 27, Financing and Charges for Wastewater Systems*. We

will rely on our experience to prepare a wastewater cost of service analysis using a methodology based on industry standards and tailored to the unique characteristics of the City's wastewater system.

Raftelis will ensure that the wastewater cost-of-service allocations focuses on appropriate service functions, appropriately allocate the cost of service to the service functions, determine how each customer class uses those services, and develop the cost allocation components of the model. Cost allocations among customer classes for the wastewater enterprise will utilize estimated wastewater generation and associated strengths demonstrated by various user groups. Based on the wastewater enterprise revenue requirement identified in the financial plan, the cost of service will be allocated to the various cost components, including operating and capital costs related to the collection, treatment, and customer costs, consistent with industry standards.

The City's existing cost of service and rate structures rely on estimated wastewater flow generation and strength by different types of commercial users and land uses. This type of structure can prove to be difficult to administer while equitably recovering costs from users since land uses and businesses may change over time. As part of the Study, Raftelis will work with City staff to ensure that accounts that have a change of use are properly updated to reflect their new wastewater generation estimates. Raftelis will discuss other approaches to grouping wastewater users to simplify the rate structure and maintain equity across classes.

The purpose of the wastewater cost-of-service analysis is to allocate the costs to the customer classes based on the relative responsibility of each. The result is the total cost responsibility required of each customer class in order to maintain the financial stability of the City's wastewater enterprise.

Throughout the water and wastewater cost allocation processes, Raftelis will incorporate the City's policy considerations and current federal, state, and local rules and regulations, such as Proposition 218. The strength of each class is determined by the biochemical oxygen demand (BOD) and total suspended solids (TSS) of the wastewater generated.

PLANNED MEETINGS:

- Two webinars with City staff

DELIVERABLES:

- Cost-of-service analysis in Microsoft Excel

Task 4: Rate Survey

Raftelis will work with City staff to conduct water and wastewater comparative rate surveys of up to six comparable communities. Raftelis has extensive experience in conducting rate surveys. We partner with the AWWA to conduct the national biennial survey of water and wastewater rates and with the California-Nevada (CA-NV) Section of AWWA to survey water and wastewater utilities in California and Nevada. Some of the data collected from the national survey may be of great use in the public outreach portion of the rate implementation. This provides Raftelis with extensive survey experience, a national database, and numerous contacts throughout the industry that will be extremely useful in collecting financial and rate information for the rate and cost of service comparison. Comparing rates with other representative agencies can provide insights into a utility's pricing policies related to service. However, care should be taken in drawing conclusions from such a comparison as some factors, including geographic location, demands, customer constituency, level of treatment, level of grant funding, age of systems, sources of supply, and rate-setting methodology, can affect the cost of providing services.

PLANNED MEETINGS:

- None

DELIVERABLES:

- Rate survey in Microsoft Excel

Task 5: Rate Design

Raftelis will develop the rate models with the flexibility to compare the current rate structures with proposed alternatives. The model will be capable of examining different rate scenarios considering competing objectives, such as tiered rates to promote affordability for essential, indoor needs. The baseline rate design will preserve the current rate structure to compare the customer impacts with the alternative rate scenarios. Raftelis will also incorporate the City's new baseline demand forecast to derive base (non-shortage) commodity rates. During our analysis, we will examine how the current uniform structure for each customer class serves the City's goals. Raftelis may recommend alternatives to meet policy objectives, aid in the defensibility of rates, and assist in communicating rates to customers.

In today's rate-setting environment, it is imperative to show the nexus between the cost to serve water and the rate in each tier. Raftelis will show this nexus by tabulating the tiered rates to show each unit cost component, including water supply costs, system delivery costs, peaking costs (extra-capacity costs), and conservation costs, among others. This derivation will communicate to customers the cost drivers behind the rate for each tier. An example of our build-up of "rate components" to final commodity rates is shown in the following table. The five rate components, derived from the cost-of-service analysis, are summed to yield the final commodity rates.

	Water Supply	Delivery	Peaking	Conservation	Revenue Offset	Proposed Rates
Residential						
Tier I	$1.82	$1.96	$0.92	$0.00	($0.32)	$4.39
Tier II	$4.04	$1.96	$1.22	$0.00	($0.32)	$6.91
Tier III	$6.45	$1.96	$1.91	$0.10	$0.00	$10.43

Current and Proposed Rate Structures

The City's current water rates include a fixed monthly charge based on meter size and a variable, seasonal uniform rate per water unit. The current wastewater rates include several classifications for both residential and non-residential user classes. Residential wastewater rates include a fixed charge per billing unit and a variable rate based on water consumption (flow charges). Schools pay a fixed rate per student. Non-residential wastewater rates are categorized by customer classes and pay a fixed monthly charge based on meter size and a variable seasonal uniform rate per water unit.

Raftelis, at the direction of the City Council and staff, will examine and propose any alternative rate structures that may meet the City's policy goals. Water rate structures alternatives may include: tiered commodity rates, which increases the unit rate for water used; a water budget framework similar to the allocation structure the City implements in Phase II and Phase III water shortages; or increased fixed charges to increase revenue stability during a declared drought.

Drought Rates

The City recovers revenue in times of emergency, water shortage, or mandated conservation through special rates referred to as Drought Period Rates. The first step in developing Drought Period Rates is to examine the City's Drought / Water

Shortage Contingency Plan. Generally, each stage in the plan targets a system-wide reduction of a certain percentage of total water demand. We will evaluate the existing rate structure including the existing stages; discuss the likely reduction in use for each class; and establish the reduction goals for each customer class for each shortage stage to achieve system-wide targets.

In developing water shortage rates four questions must be addressed:

- How should water be allocated in times of constraint?
- How much will the reduction in water sales cost the City in unrecovered fixed costs?
- How should the net loss be recovered to best achieve the City's objectives?
- How will the proposed shortage structure affect the City's customer base?

Shortage-related costs can be recovered through fixed charges, commodity rates, or a combination of both. During a water supply crisis, the City's Drought Period Rates recover revenues with an increase to the variable rate. Raftelis will develop the Drought Period Rates model with the City's existing structure as the base structure. We will discuss the validity of the current structure, any desired changes, and any recommendations by Raftelis. Mandatory water use reductions result in revenue loss from water sales reductions. Raftelis will quantify the net revenue loss and account for any additional shortage-specific costs and/or cost savings at each stage in our analysis.

Based on the demand reduction scenarios and selected water shortage rate structure, the Drought Period Rate Model will calculate the rates for each demand reduction scenario and present the resulting customer impacts in both numerical and graphical format using a Dashboard platform. We will present our findings and recommendations to the City Council, concurrent with the base rates.

PLANNED MEETINGS:

- Three webinars with City staff

DELIVERABLES:

- Draft and final rate models in Microsoft Excel

Task 6: Capital R&R Considerations and Scenarios

Working with City staff, Raftelis will develop alternative capital financing strategies that will allow the City to arrive at an optimal strategy that best meets its fiscal and public policy objectives. The capital improvement financing strategy will contain various combinations of funding from operational cash flows (PAYGO funding), reserves, and external debt. Raftelis will work with City staff on this iterative process to determine an acceptable combination of CIP financing options to bring to the City Council for approval. Raftelis will additionally review the City's CIP investments in asset renewal and replacement. This review is a value-added service that examines each utility's goals and may translate into lower rate increases than the working strategy. Additionally, this review could determine if the utilities are reinvesting in asset renewal and replacement at appropriate levels, or if a different degree of reinvestment may be warranted and included in the multi-year rate proposal.

PLANNED MEETINGS:

- None

DELIVERABLES:

- Capital R&R scenarios in Microsoft Excel

Task 7: Rate Study Report

Raftelis will prepare a report documenting the rate study to serve as the City's administrative record. The purpose of this report is to document the methodology used to calculate the City's water rates and to demonstrate conformance with cost-of-service principles, developed with the legal requirements of Proposition 218, and guidance from the City's legal counsel. A preliminary Study Report will include an executive summary highlighting the major issues and decisions reached during the development of rates. The main body of the report will summarize: underlying model assumptions; the long-term financial plans; the cost-of-service analyses; proposed revisions to rate structures; proposed rate derivation; and customer impacts. The report will detail rate structure selection, rate design assumptions, and methodologies used to develop the proposed rates. The cost of service and rate calculations will be described in detail so that the nexus between costs and rates are clearly defined and understandable.

Raftelis will provide a report draft to City staff and the City's attorney for review and comment. We will then incorporate any revisions into the final report. The Final Report will be developed before the noticing period to ensure City customers have public access during the protest period and before the Public Hearing for rate adoption.

PLANNED MEETINGS:

- One conference call to discuss edits to the Draft Report

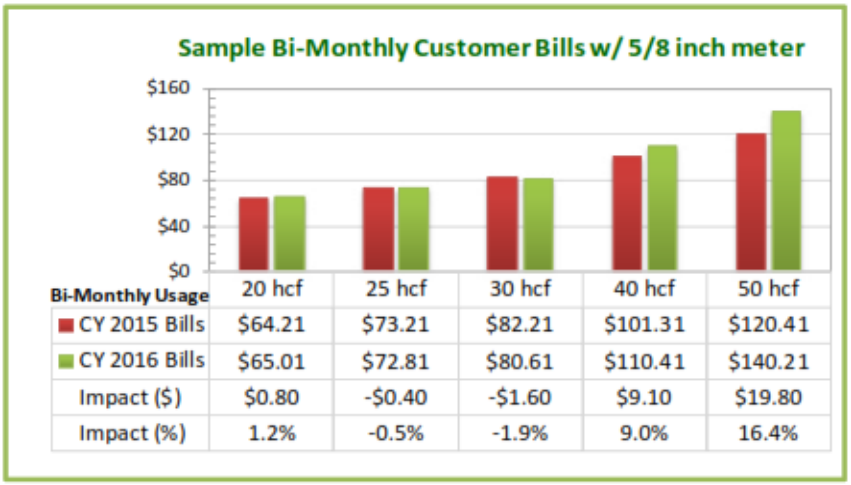
DELIVERABLES:

- Draft and Final Reports in multiple formats

Task 8: Customer Impacts and Sensitivity Analysis

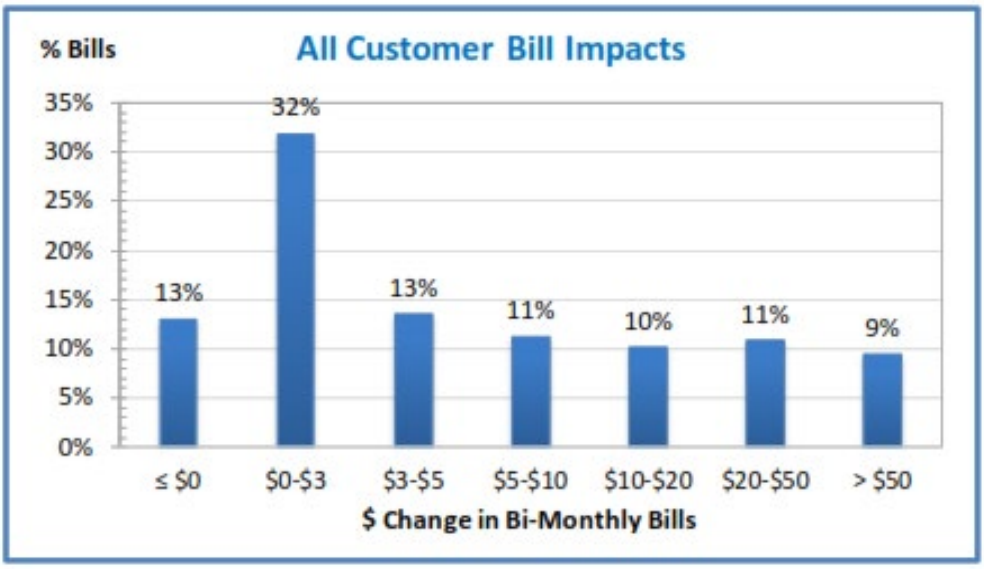
Rate adjustments stem from a change in the total revenue required to serve customers and/or changes to rate structures. The total rate adjustment can sometimes cause "rate shock" to customers. In our impact analysis graphics, we calculate estimated monthly bills at typical usage levels, assuming the new proposed rate structure was already in place to determine the total impact of the new rate structure. The customer impact analysis will include a series of tables and figures that show projected rate impacts by customer class at various levels of usage. Understanding customer impacts and taking corrective action, if necessary, allows us to design public outreach strategies for generating customer buy-in and successful rate implementation.

The table to the right shows an example of the customer impacts of a rate structure change. It indicates that a customer with a 5/8-inch meter using 20 HCF per billing period will see a $0.80, or 1.2%, increase in the bi-monthly bill.



Bi-Monthly Usage	20 hcf	25 hcf	30 hcf	40 hcf	50 hcf
CY 2015 Bills	$64.21	$73.21	$82.21	$101.31	$120.41
CY 2016 Bills	$65.01	$72.81	$80.61	$110.41	$140.21
Impact ($)	$0.80	-$0.40	-$1.60	$9.10	$19.80
Impact (%)	1.2%	-0.5%	-1.9%	9.0%	16.4%

The table to the right shows impacts at the service level after re-calculating each and every one of the agency's customer bills at the current and proposed rates. This shows a distribution of effects at different values so that the City can appreciate rate changes in total.



Raftelis will discuss preliminary results with City staff during webinars and in-person meetings. We will discuss the benefits and challenges of each rate structure and each scenario and refine the options that will be presented at public meetings in Task 9, Task 10, and the optional Task 11.

PLANNED MEETINGS:

- None

DELIVERABLES:

- Draft and final rate customer impacts in Microsoft Excel

Task 9: City Council Workshops

An integral part of developing rates and fees is ensuring that key stakeholders are included in the process from the beginning, with the opportunity to provide meaningful input that is reflected in the final rate recommendation(s).

While we expect to break these stakeholders down to a more granular level during the planning phase, outreach at a minimum should include City staff, City Council, and utility customers.

While we anticipate the need to discuss and refine the following process, successful Raftelis studies have followed a path like the one laid out in our Tasks 9, 10, and 11.

Rate Workshop 1 | City Council & Staff | Virtual Meeting

Goals:

- Gather feedback on rate study purpose, need, and vision for success
- Deliver high-level overview of ongoing challenges (water emergency), CIP, and key planned investments
- Provide summary of information gathered at Stakeholder Information Session #1
- Perform pricing objectives exercise; seek consensus
- Discuss financial reserves policies modifications, if recommended

Rate Workshop 2 | City Council & Staff | On-Site Meeting
Goals:

- Deliver results of water rates and fees of nearby providers as comparison tool
- Provide preliminary rate structure alternatives, including high-level water bill impacts to typical customers
- Provide summary of public comment gathered at Stakeholder Information Session 2
- Facilitate structure alternatives discussion and seek consensus on preferred alternative to move forward in the process

Rate Workshop 3 | City Council & Staff | On-Site Meeting
Goals:

- Present results of remaining alternative, with anticipated bill impacts to typical customers
- Summarize public feedback gathered at prior Stakeholder Information Session
- Secure approval on recommendation(s)
- Approve development and mailing of Proposition 218 notice

PLANNED MEETINGS:

- One Virtual City Council Work Session
- Two On-site City Council Work Sessions

DELIVERABLES:

- Presentation materials
- Meeting minutes

Task 10: Proposition 218 Noticing and Public Hearing

Proposition 218 Notice
Raftelis will develop narrative content and graphics for the City's Proposition 218 Notification, which must be postmarked to all property owners in the City's service area no less than 45 days prior to the public hearing to adopt rates.

Content will include all statutorily-required elements, along with strategic communications messages about the value of water services the City provides, the need for investment to deliver a secure water future, etc. Beyond satisfying legal requirements, the goal of the piece will be to describe the public process that went into the recommendations and make the case for why adoption is critical.

Once the content passes City Attorney review, Raftelis' Creative Services group will flow the content into an attractive design that will encourage your constituents to read the information and have a broader understanding of the issues.

Our pricing includes development of a press-ready PDF. It is anticipated that City staff will liaise with the printer and mail house, and contract directly with them for payment. We are able to provide liaison services at our standard hourly rates.

Public Hearing
Raftelis will develop and deliver a slide deck to set the stage at the public hearing. The presentation – developed with input and direction from City staff – will include:

- A summary of the study's purpose and need, including how CIP investments will help deliver a secure water future
- A review of Council's earlier direction in terms of its vision for a successful rates study conclusion
- A review of the public process that informed the recommendations (with specific examples of how stakeholder feedback was valuable)

- Comparison of anticipated bill impacts for typical customer types, including how the rates stack up against neighboring communities (using data gathered in Task 4)

PLANNED MEETINGS:

- One Public Hearing, on-site attendance

DELIVERABLES:

- Draft and Final Proposition 218 notice content
- Graphic design
- Presentation materials

Task 11: Community Engagement and Stakeholder Information Sessions

Stakeholder Information Session 1 | Open House Format | Public Invitation
Goals: At a series of stations, information will be shared about the City's plans to invest in its water and wastewater infrastructure, provide information about the 2021 water crisis, and describe the public process that is embedded in the rate study. This forum would: provide information about common approaches to funding water and wastewater utility services; gather input on participants' sense of existing challenges and concerns; how they envision ensuring a secure water future; which funding approaches they feel make the most sense or that they would support; and importantly which pricing objectives they believe are most important.

Stakeholder Information Session 2 | Open House Format | Public Invitation
Goals: At a series of stations:

- Compare results of pricing objectives from prior Stakeholder Information Session and City Council Rate Workshop #1
- Show results of rates and fees survey of surrounding communities
- Describe rate structure alternatives (including pros and cons of each, preliminary bill impacts)
- Gather stakeholder input

Note: The City may want to schedule a couple instances of this Open House to reduce barriers to participation.

Stakeholder Information Session 3 | Webinar Format | Public Invitation
Goals:

- Communicate the value of water services the City provides
- Summarize the challenges being faced and planned investments to deliver secure water future
- Summarize rate study public process to date, and provide specific examples of how public input has informed and helped guide the study
- Share preliminary recommendation(s), including anticipated bill impacts
- Answer questions and gather feedback

Note: The City may want to record and post a video of this webinar to its website to increase transparency and reduce barriers to participation.

Community Meetings 1 & 2 | Open House Format | Public Invitation
Goals:

- Communicate the value of water services the City provides, summarize the challenges being faced and planned investments to deliver a secure water future

- Summarize rate study public process to date and provide specific examples of how public input has informed and helped guide the study
- Share recommendation(s), including anticipated bill impacts, answer questions, and gather feedback

Citizens' Advisory Committee (CAC)
Should the City desire to expand the role of stakeholder engagement, one strategy that has been successful in past engagements is creating a CAC. Typically nominated by members of City Council, or seated on a volunteer basis, CACs work closely with the consultant team to study the issues, alternatives, and other factors with the mandate to make a recommendation to City Council on adjustments to rate and fee structures, as well as rates themselves.

Two benefits of this approach include the ability for the process to proceed in a non-political space, which frequently results in creative and consensus-based recommendations. Also, individuals on the committee ideally come from disparate backgrounds and represent a good cross section of the community and customers. For example, the CRC might include a representative from a large water user (vineyard), an affordable housing advocate, an environmental representative, a restaurant owner, a hotelier, a residential customer with a large yard, and another with a more modest-sized property.

Brought together on a regular basis, this facilitated group that would include key City staff, can delve far more deeply into the issues than a member of City Council or member of the general public. The recommendations these groups make to City Council are frequently accepted with far less controversy than studies we perform without this resource. We would propose to convene this group a minimum of four times over a roughly six-month study timeline.

In order for Raftelis to attend and participate in CAC meetings, the meeting schedule would need to correspond with other on-site meetings in Tasks 9, 10, and 11. The Raftelis Project Manager and/or the Raftelis Communications staff would participate in and help facilitate (where appropriate) meetings of the CAC, in conjunction with City staff.

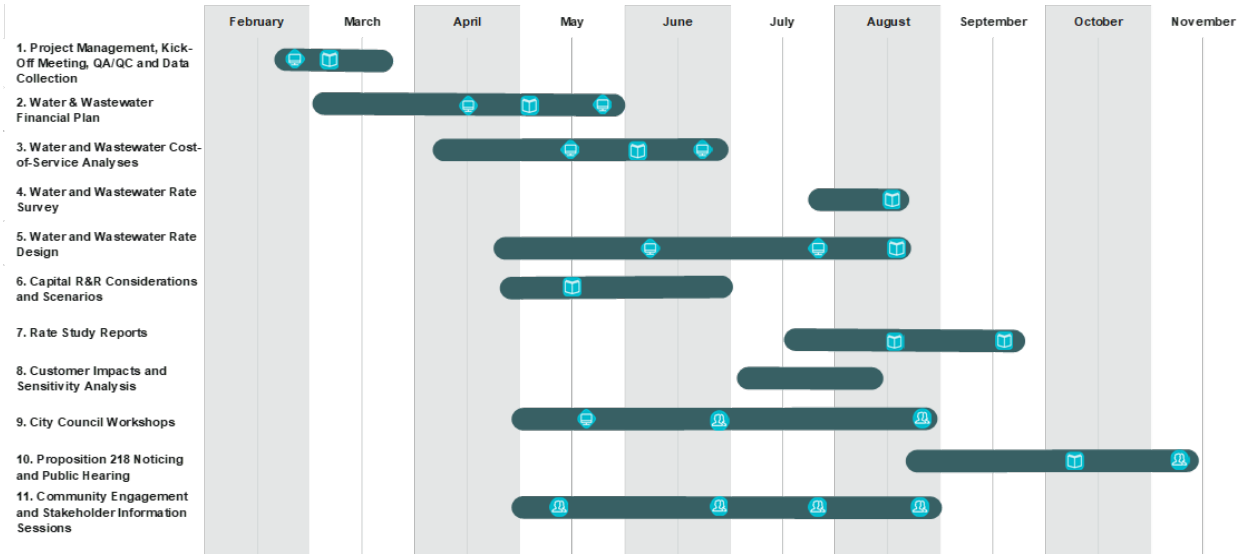
PLANNED MEETINGS:

- Four in-person community meetings
- One virtual community meeting

DELIVERABLES:

- Graphics / displays
- Facilitation services
- Presentation materials
- Meeting minutes

Project Schedule



In-Person Meetings / Workshops

Web Meetings

Deliverables

Total Cost

Below, we have included the information required in Appendix A of the RFP and have input the titles of our proposed staff under the "Description" column. On the following page, we have included an additional detailed breakdown of our proposed fee for this project. This table includes the estimated level of effort required for completing each task and the hourly billing rates for our project team members. Expenses include costs associated with travel and a $10 per hour technology charge covering computers, networks, telephones, postage, etc.

Schedule of Professional Fees and Expenses to Support the Total All-Inclusive Maximum Cost

Description	Hours	Standard Hourly Rates	Quoted Hourly Rates	Total
Project Director	53.00	$ 350	$ 350	$ 18,550
Project Manager	172.00	$ 250	$ 250	$ 43,000
Technical Reviewer	26.00	$ 275	$ 275	$ 7,150
Staff	228.00	$ 190	$ 190	$ 43,320
Communications	110.00	$ 220	$ 220	$ 24,200
Administrative	14.00	$ 80	$ 80	$ 1,120
Sub-Total				**$ 137,340**
Out-of-Pocket Expenses				$ 8,970
All-Inclusive Maximum Total Cost (Excluding Optional Task)				**$ 146,310**

Tasks	Web Meetings	Number of In-Person Meetings	Hours							Total Fees & Expenses
			PD	PM	TR	SC	CM	Admin	Total	
1. Project Management, Kick-Off Meeting, QA/QC and Data Collection	1	0	6	10	0	8	4	0	28	**$7,000**
2. Water & Wastewater Financial Plan	3	0	4	16	4	48	0	0	72	**$15,620**
3. Water and Wastewater Cost-of-Service Analyses	2	0	4	10	2	32	0	6	54	**$11,010**
4. Water and Wastewater Rate Survey	0	0	0	2	0	8	0	0	10	**$2,020**
5. Water and Wastewater Rate Design	3	0	6	16	4	42	0	0	68	**$15,180**
6. Capital R&R Considerations and Scenarios	0	0	1	4	8	8	0	0	21	**$5,070**
7. Rate Study Reports	1	0	4	12	8	56	0	4	84	**$17,560**
8. Customer Impacts and Sensitivity Analysis	0	0	0	2	0	8	0	0	10	**$2,020**
9. City Council Workshops	1	2	12	44	0	12	4	0	72	**$20,550**
10. Proposition 218 Noticing and Public Hearing	0	1	4	16	0	6	10	4	40	**$9,790**
11. Community Engagement and Stakeholder Information Sessions	*1*	*4*	*12*	*40*	*0*	*0*	*92*	*0*	*144*	***$40,490***
	12	**7**	**53**	**172**	**26**	**228**	**110**	**14**	**603**	**$146,310**
			$350	**$250**	**$275**	**$190**	**$220**	**$80**		
			$18,550	**$43,000**	**$7,150**	**$43,320**	**$24,200**	**$1,120**	**$137,340**	

PD - Project Director, Jim Armstrong
PM - Project Manager, Kevin Kostiuk
TR - Technical Reviewer, Sudhir Pardiwala, PE
SC - Staff Consultants
CM - Communications Team
Admin - Administrative Support Services

Total Fees	**$137,340**
Total Expenses	**$8,970**
Total Fees & Expenses (Tasks 1-11)	**$146,310**

Hourly Rates

Project team hours and expenses will be billed on the same invoice. Expenses related to travel will be billed at cost. Additional services outside the agreed upon scope of work will be billed on a time and materials basis. Raftelis' billing rates can be found below.

POSITION	HOURLY BILLING RATE**
Chair/Chair Emeritus	$475
Chief Executive Officer/President	$400
Executive Vice President	$350
Vice President/Principal Consultant	$325
Senior Manager	$285
Manager	$250
Senior Consultant	$220
Consultant	$190
Creative Director	$190
Associate	$160
Graphic Designer	$135
Analyst	$115
Administration	$85
Technology Charge*	$10

**Technology/Communications Charge: This is an hourly fee charged monthly for each hour worked on the project to recover telephone, facsimile, computer, postage/overnight delivery, conference calls, electronic/computer webinars, photocopies, etc.*

***For services related to the preparation for and participation in deposition and trials/hearings, the standard billing rates listed above will be increased by an amount up to 50 percent.*

Exceptions

We request that the City consider making the following modifications, shown in red below, to the Professional Services Agreement. Please contact us if you have any questions or concerns about these modifications.

SECTION 5 – STANDARD OF PERFORMANCE

A. … In meeting its obligations under this Agreement, Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons in the same or similar geographical area engaged and at the same time in providing Services similar to those required of Consultant under this Agreement.

SECTION 8 – INDEMNIFICATION

A .Sections 2782 and 2782.8), as may be applicable, Consultant shall indemnify, defend, and hold harmless City, its agents, officers, officials, employees, representatives, and volunteers from ~~any and all~~ claims, demands, suits, loss, damages, injury, and/or liability (including any and all costs and expenses in connection therewith, including legal fees and expert witness costs) (collectively, "Liabilities"), ~~incurred by reason of any~~ caused by the negligent or otherwise wrongful act or omission of Consultant, its officers, agents, employees, subconsultants, and subcontractors, or any of them, under or in connection with this Agreement; and Consultant agrees at its own cost, expense and risk to defend ~~any and all~~ claims, actions, suits, or other legal proceedings brought or instituted against City, its agents, officers, officials, employees and volunteers, or any of them, ~~arising out of, pertaining to, or relating to such~~ caused by such negligent or otherwise wrongful act or omission, and to pay and satisfy any resulting judgments.

C. If any action or proceeding is brought against Indemnitees by reason of any of the matters against which Consultant has agreed to indemnify Indemnitees as provided above, Consultant, upon notice from City, shall defend Indemnitees at Consultant's expense by counsel reasonably acceptable to City, such acceptance…

SECTION 11 – OWNERSHIP OF DOCUMENTS

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

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