



**City of St. Helena
Special City Council Meeting
Monday, February 10, 2025 @ 4:00 PM
City Hall Main Conference Room, 1088
College Avenue, St. Helena**

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

Public comment for City Council meetings will be accepted via email to publiccomment@cityofsthelena.org. All public comments must be received three hours prior to the meeting. All other public comments received after the deadline will be attached to the item the next business day or soon thereafter. Public comments will not be read out loud but will be publicly available and attached to the on-line City Council agenda.

Simultaneous Spanish interpretation services during meetings can be scheduled upon request. To ensure interpreters are available, requests must be made at least 72 hours in advance by calling the Office of the City Clerk at (707) 968-2640 or emailing cityclerk@cityofsthelena.org.

The schedule of upcoming meetings and published meeting agendas can be found on the City of St. Helena website at <https://sthelena.civicweb.net/portal/>.

Servicios de interpretación en español durante la reunión pueden ser solicitados por el público. Para asegurar que los intérpretes estén disponibles, los servicios tienen que ser solicitados al menos 72 horas antes de la reunión llamando a la oficina de la Secretaria de la Ciudad al (707) 968-2640 o por correo electrónico a cityclerk@cityofsthelena.org.

El horario de las reuniones publicadas y próximas puede ser localizado en el sitio de web de la Ciudad en <https://sthelena.civicweb.net/portal/>.

Page

1. CALL TO ORDER
2. ROLL CALL
Mayor: Paul Dohring, Vice Mayor: Michelle Deasy, City Council Members:
Aaron Barak, Kate Spadarotto, Billy Summers
3. ADOPTION OF THE AGENDA
4. PUBLIC COMMENT:
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.
5. NEW BUSINESS:
 - 5.1. Downtown Specific Plan - Status Report and Anticipated Outcomes

5.2. Main Street Streetscape Presentation

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[Presentation](#)

5.3. Presentation on conceptual ideas for best use of Lyman Park, and the City's Adams Street property to enhance the vitality and fiscal stability of the City

[Presentation](#)

6. ADJOURNMENT

The next Regular City Council meeting is scheduled for February 11, 2025 at 6:00 p.m.

This agenda was posted at City Hall, 1088 College Avenue, St. Helena, California on February 6, 2025.



Cindy Tzaopoulos, 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.

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 1088 College 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.

City of St. Helena Downtown Specific Plan



City Council Study Session
February 10, 2025



<https://www.plandowntownsh.com>

Agenda

1. Specific Plan Overview, Objectives and Outcomes
2. Main Street Streetscape
 - Streetscape Redesign (Terry Bottomley, Bottomley Design)
 - Traffic Implications (Alice Chen, DKS Associates)
 - Implementation and Next Steps



Why Is the City doing a Downtown Specific Plan?



San Francisco

There is more to our downtown than Main Street

Images show pop-up dining on Money Way (left) and the Hunt Avenue Hub (right).



Why is the City doing a Downtown Specific Plan?

Synchronize future land use in the DSP with:

- Parking
- Transportation
- Infrastructure
- Urban design
- Public realm beautification
- Implementation Plan that includes methods to fund DSP improvements
- *Reflect community priorities to make Downtown more desirable, economically dynamic, support the city economically/fiscally*

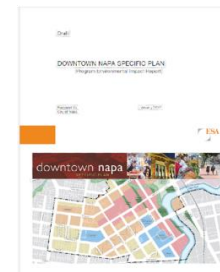


Why a Specific Plan?

Authorized under State law. Provide:

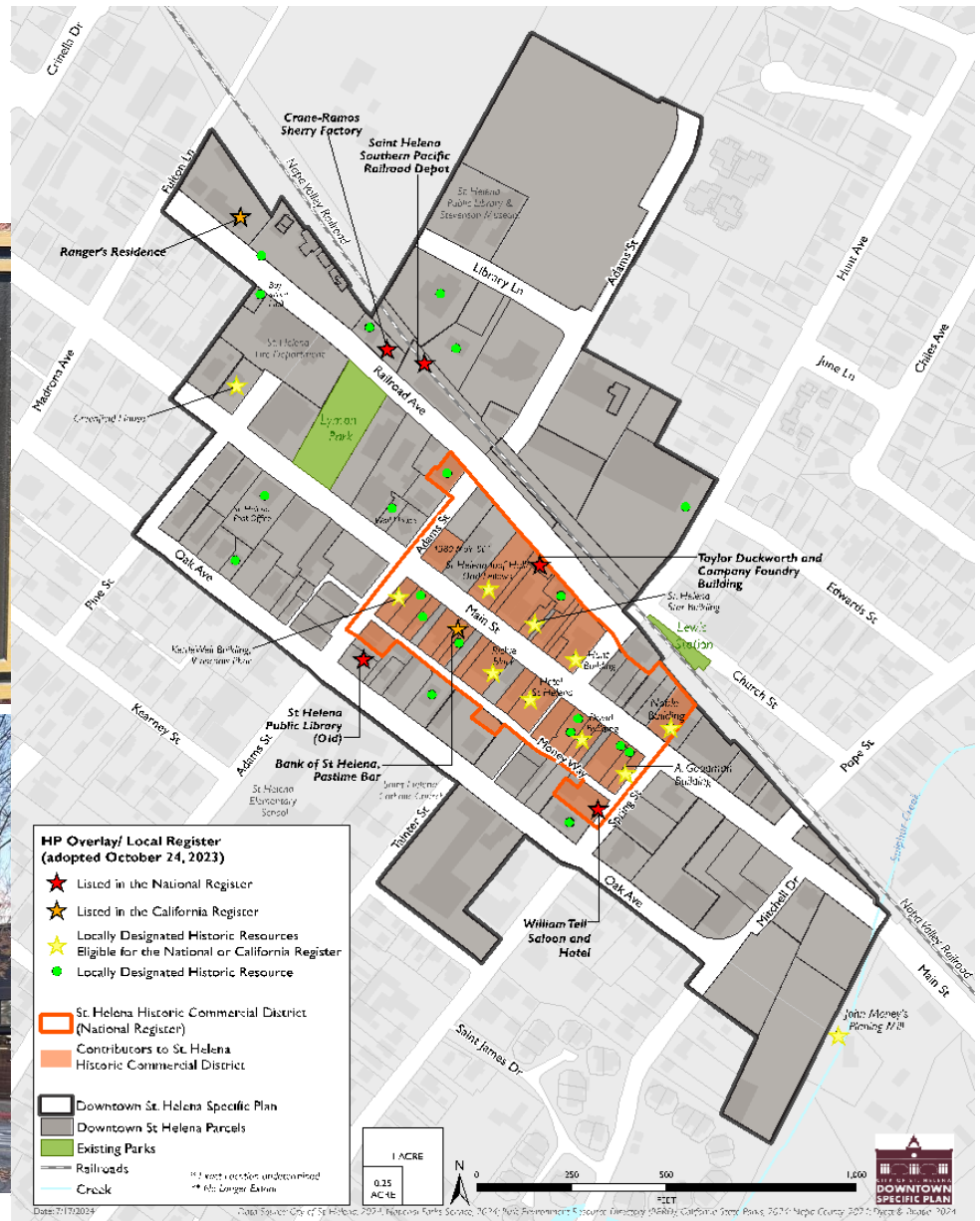
- Clear rules for land use, and design and development standards
- Environmental review addressing CEQA considerations
- *Streamlined project review and approval. Greater project certainty, attracting investment*

Many cities in Napa-Sonoma have specific plans for their downtowns, including **Napa**, **Petaluma**, **Santa Rosa**, and **Windsor**

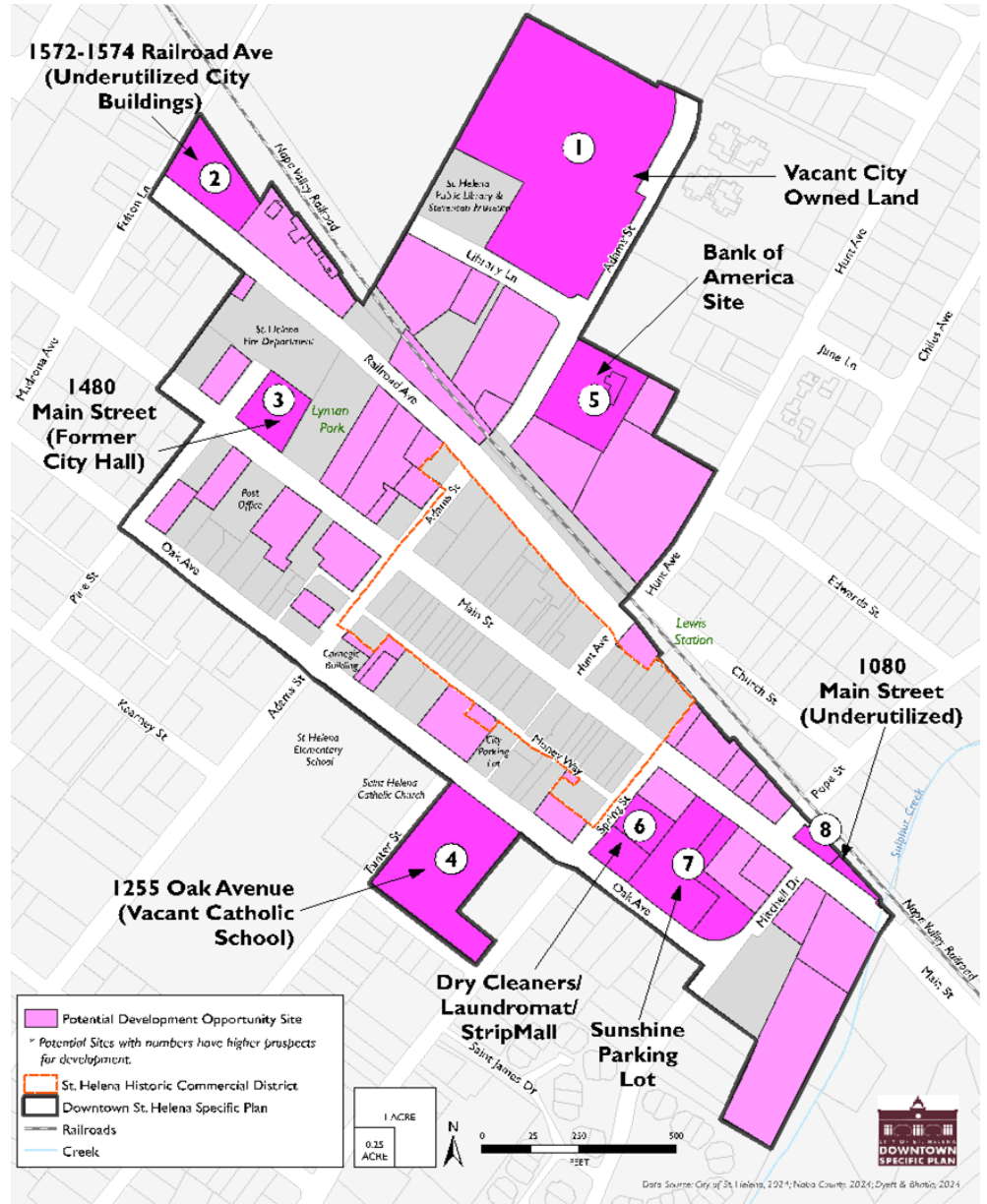


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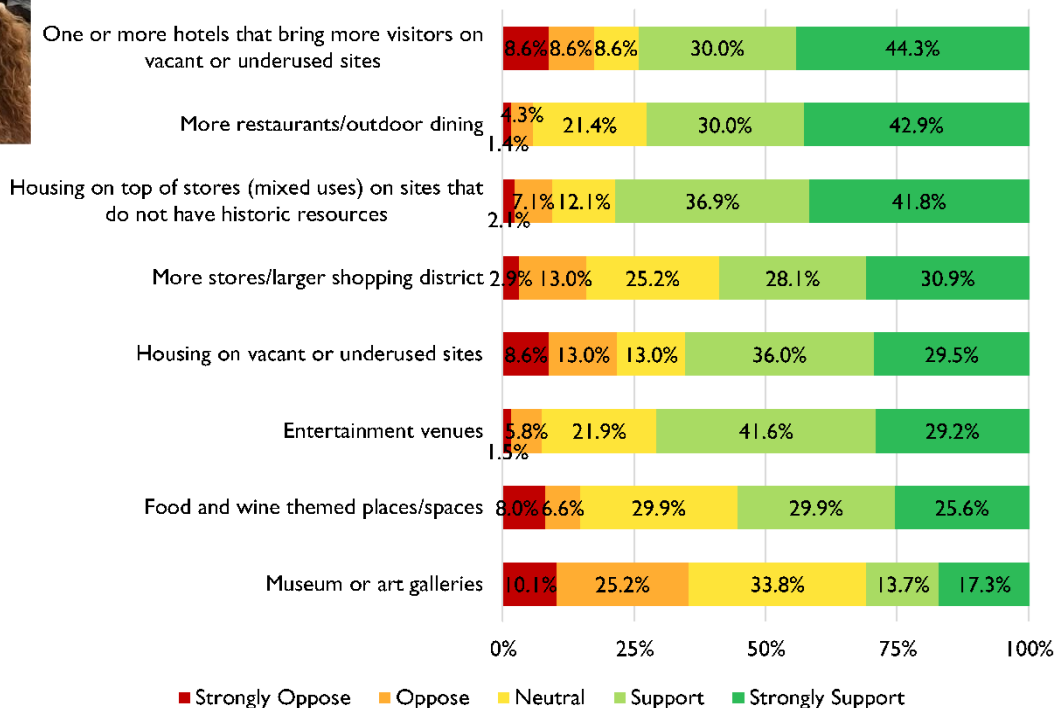
2017



Underutilized Sites

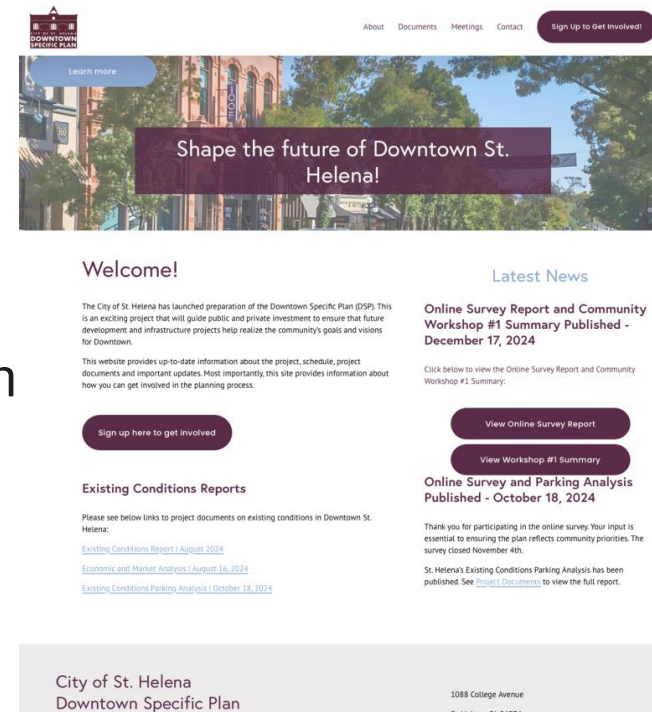


Community Workshop & Survey



Key Work Components; Completed

- ✓ Existing Conditions Report
- ✓ Market Analysis
- ✓ Existing Parking Analysis
- ✓ Traffic Analysis (incl. counts)
- ✓ Main Street Streetscape Design
- ✓ Community Outreach:
 - ✓ Project Website
 - ✓ Community Survey
 - ✓ Community Workshop
 - ✓ Stakeholder Meetings
 - ✓ Steering Committee Meetings



<https://www.plandowntownsh.com>



Key Work Components; Forthcoming

- Alternatives
- Preferred Plan
- Specific Plan
 - Land Use and Urban Design
 - Development Standards
 - Streetscape and Community Gathering Spaces
 - Circulation Plan
 - Parking Plan
 - Infrastructure Plan
 - Implementation Plan
 - Technical Studies (parking, traffic, water, sewer and storm drainage)
- Environmental Review

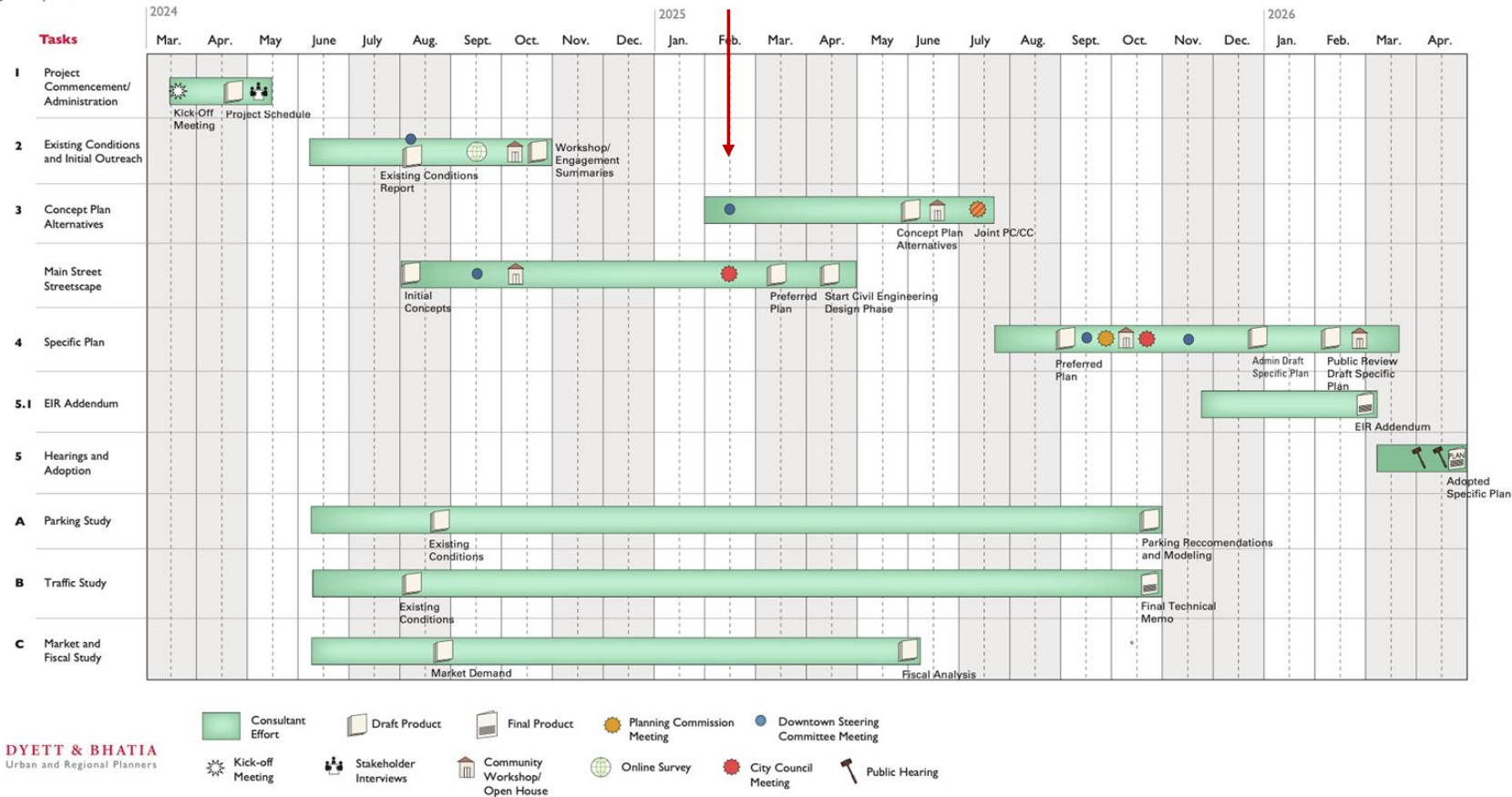


Schedule

Proposed Schedule

City of St. Helena Downtown Specific Plan
January 10, 2025

We are here



DYETT & BHATIA
Urban and Regional Planners



Project Budget and Expenses to Date

- Total Budget: \$500,000. Total Spent \$220,000

Task	Budget	Status
1. Project Commencement	\$47,200	Complete
2. Existing Conditions Report Initial Outreach (survey, workshop, Steering Committee meetings)	\$65,300	Complete
3. Concept Plan Alternatives	\$63,900	Initiated. \$20,000 spent (mostly Main Street redesign)
4. Specific Plan (including streetscape planning)	\$140,000	\$12,000 spent
5. Hearings and Adoption	\$21,800	Not started
6. Environmental Review	\$63,000	Not started
A. Parking Study	\$37,800	\$28,000 spent
B. Traffic Study	\$36,600	\$19,400 spent
C. Market Study	\$23,500	Complete

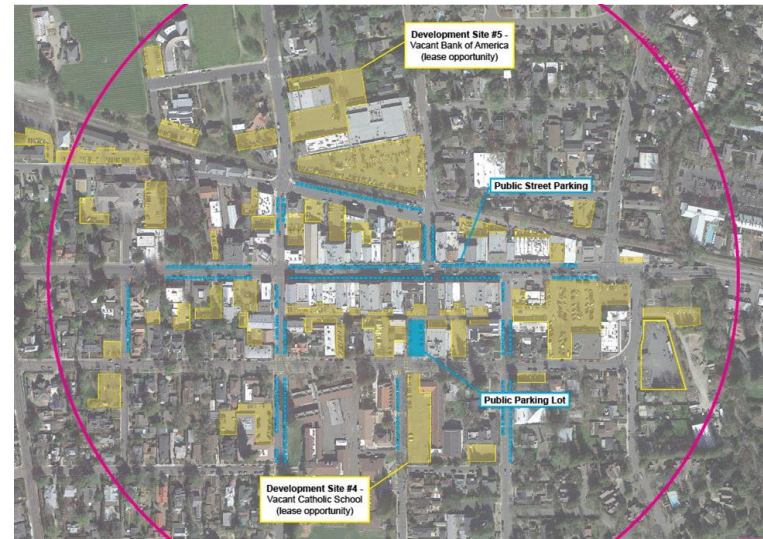
Key Outcomes

- Attractive and economically dynamic Downtown



Key Outcomes

- Cohesive planning for opportunity sites, circulation, and infrastructure



Key Outcomes

- Improved public realm/ streetscapes (Main, Adams, Railroad, Oak, gathering spaces)

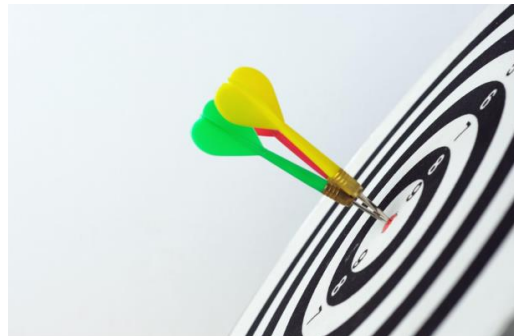


Key Outcomes

- Clear guidance for development; streamlined CEQA clearance and greater certainty for developers
- New Private Investment=Revenue for City



Implementation Strategy-Action Plan



City of St. Helena Downtown Specific Plan

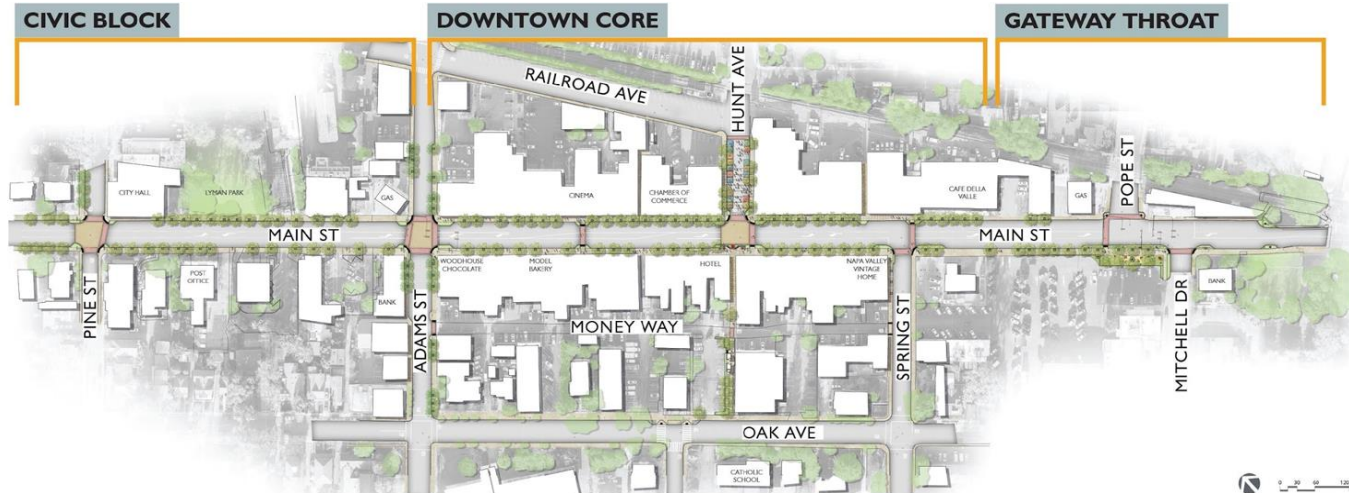


QUESTIONS?



<https://www.plandowntownsh.com>

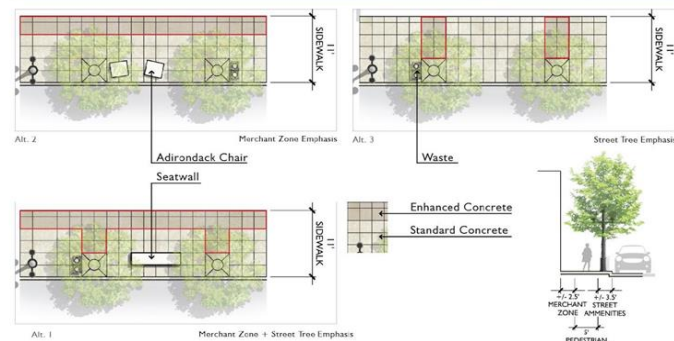
Cultivate St. Helena Streetscape - 2019



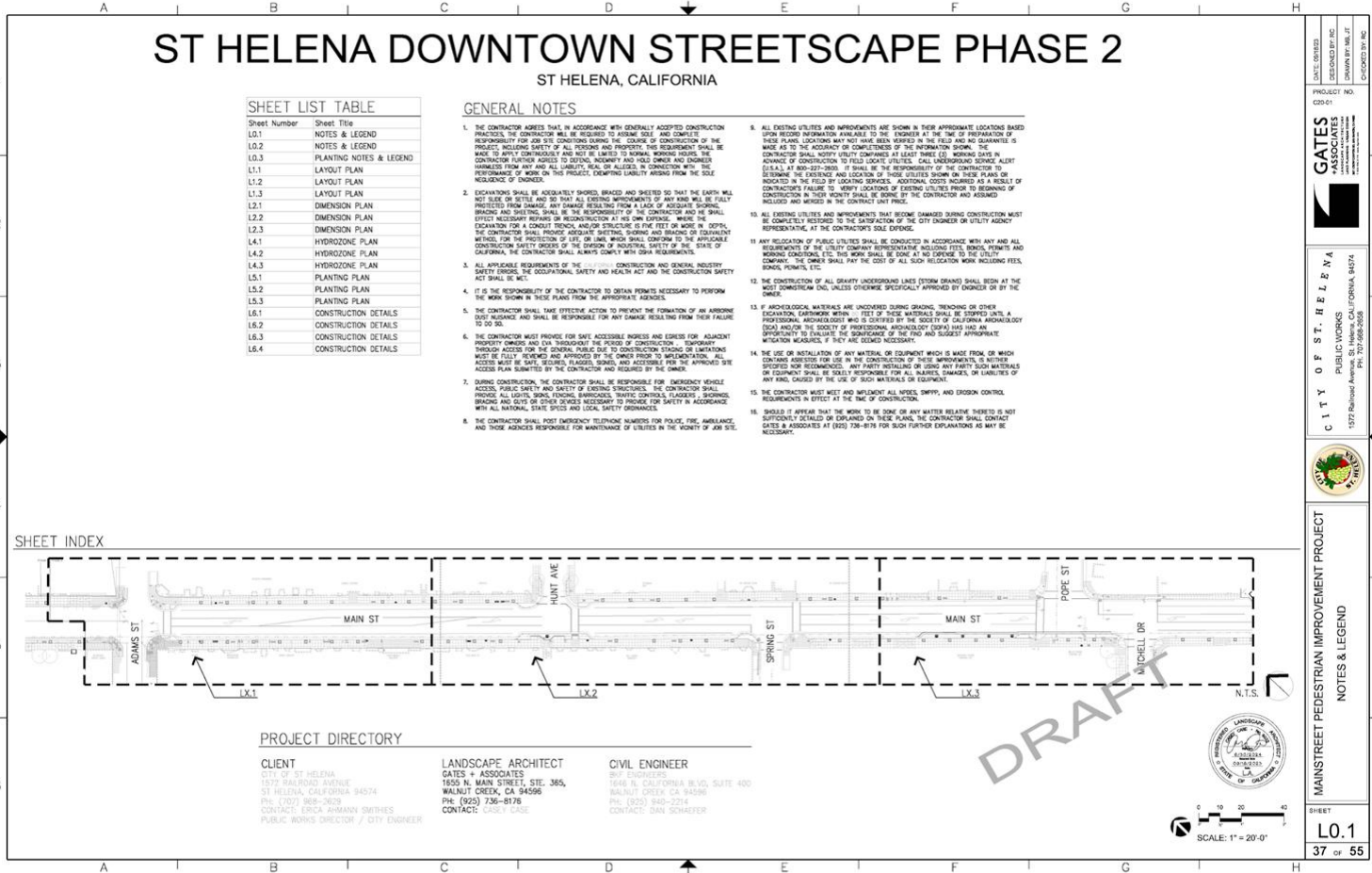
OVERARCHING INPUT THEMES

- EXPAND PEDESTRIAN AREAS
- CREATE SENSE OF PLACE THROUGH ART, HISTORIC AND AGRARIAN REFERENCES
- EXPAND DOWNTOWN CORE

TYPICAL SIDEWALK CONCEPTS (PHASE I)



Cultivate St. Helena Streetscape

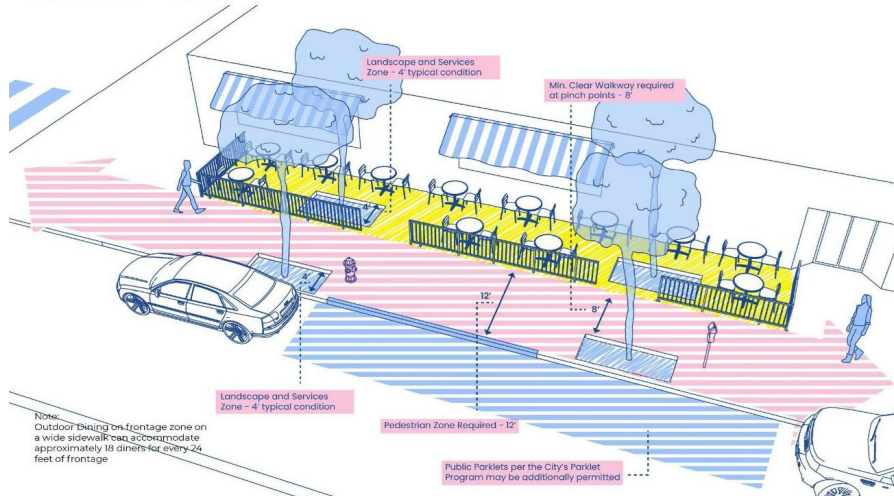


Prior Downtown Studies

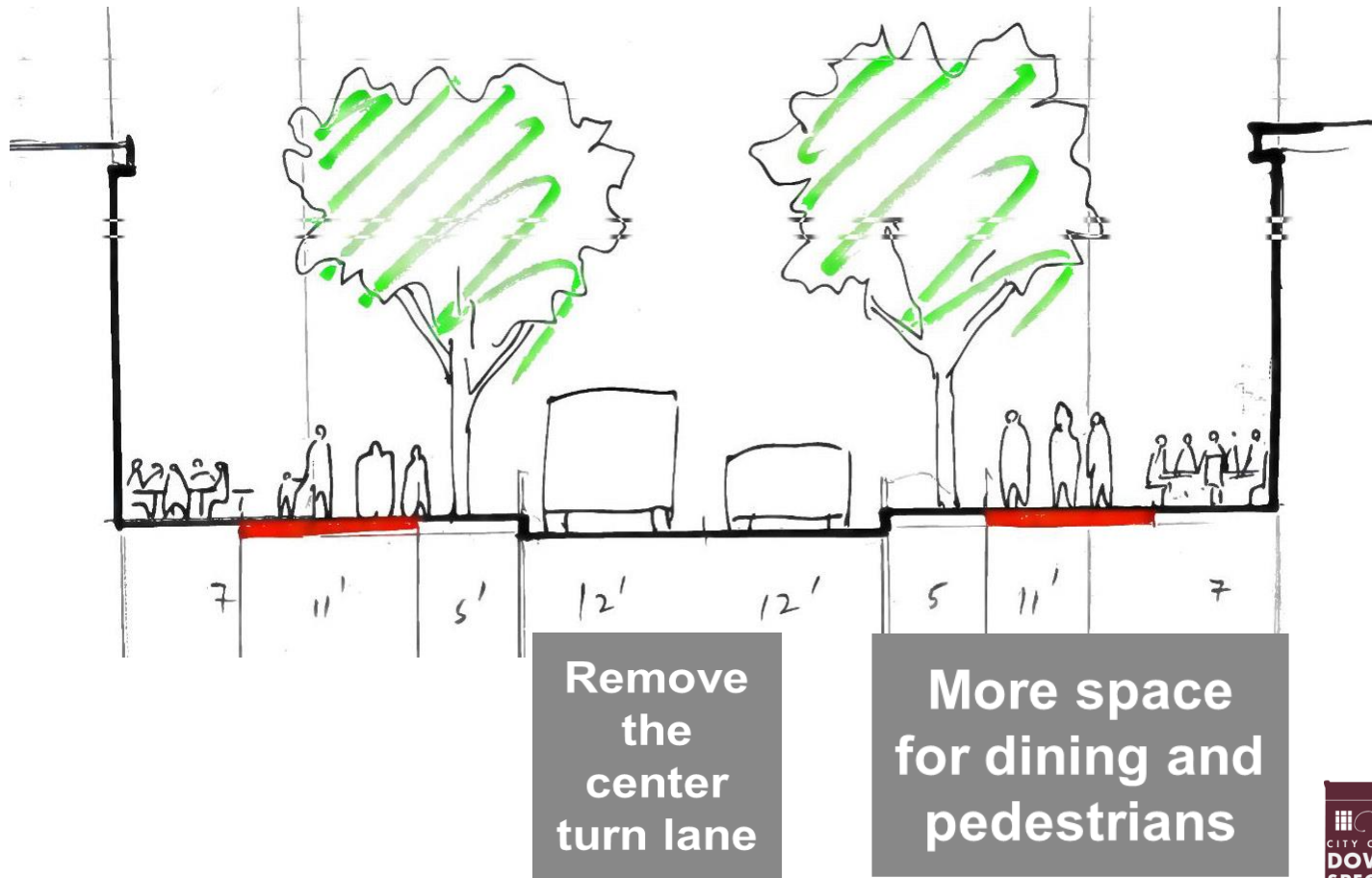
Urban Land Institute Report - 2023



WIDE SIDEWALKS



ULI Study Recommendations



Street Design Concepts for Community Review

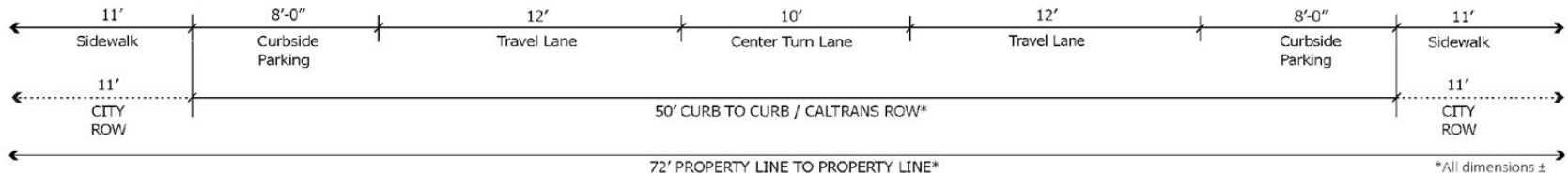
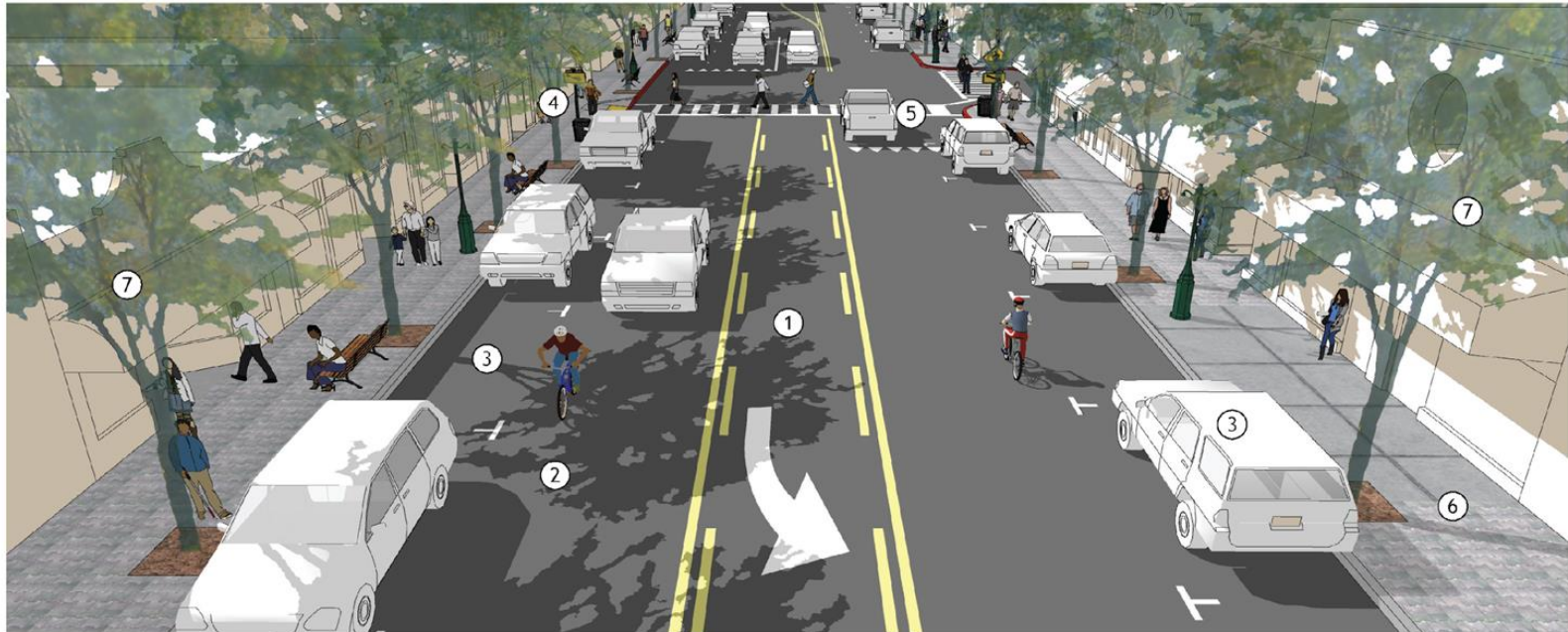
- **Option 1 – Existing Sidewalk Upgrade with “parklets” in some parking spaces**
- **Option 2 – Sidewalk Widening Both Sides**



Main Street Streetscape/Sidewalk Widening

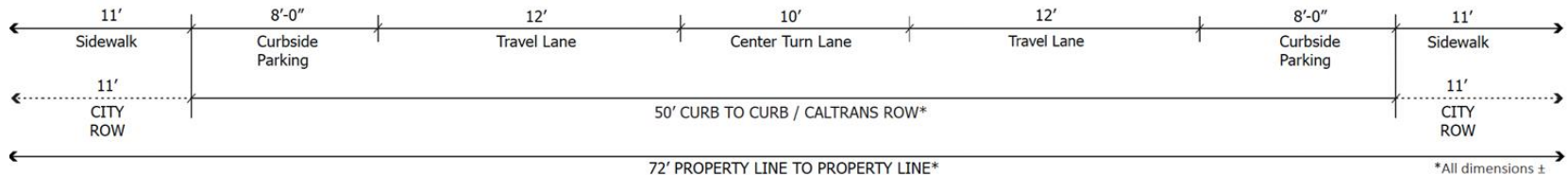
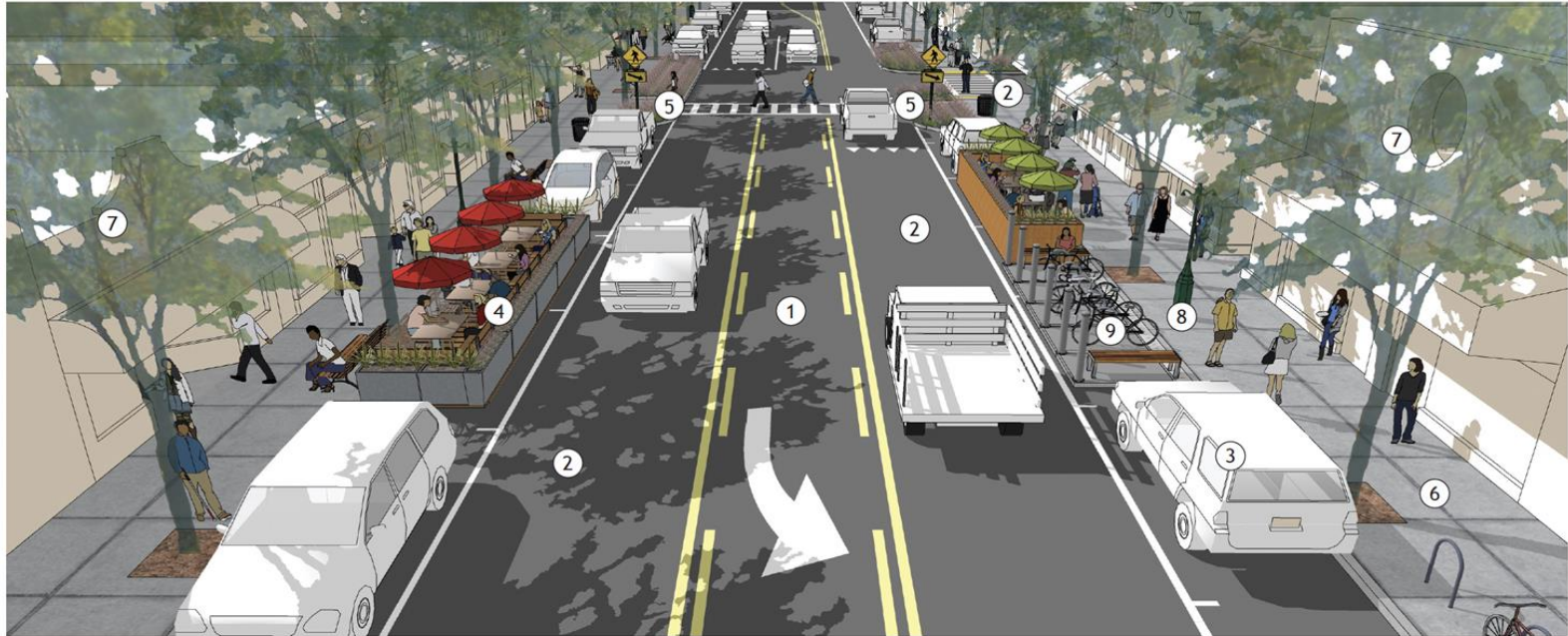


Main Street Existing



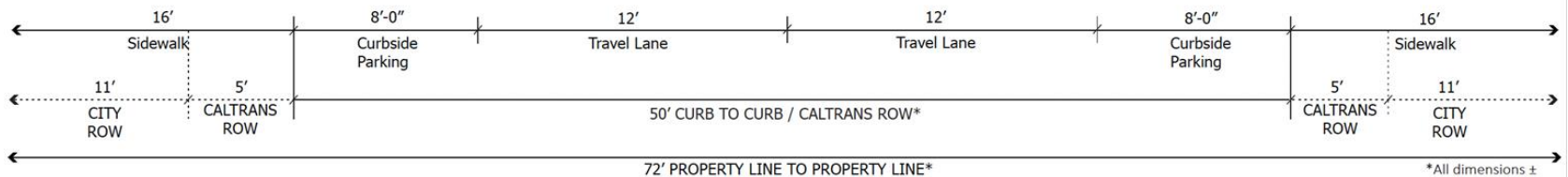
- | | |
|---|---|
| 1. Continuous left turn lane | 6. Multiple paver materials on sidewalk |
| 2. Lack of bicycle facilities | 7. Existing street trees; to be replaced as part of the future streetscape improvements |
| 3. On-street parking | |
| 4. Unassuming alleyway across Hunt Street | |
| 5. Pedestrian cross-walk, no bulb-outs | |

Option 1: Sidewalk Upgrade with Parklets



- | | |
|---|--|
| 1. Continuous left turn lane remains | 6. New Concrete paving on sidewalks |
| 2. Through Lanes | 7. New Canopy street trees |
| 3. On-street parking | 8. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles) |
| 4. Optional Outdoor Dining in Parklet | 9. Optional Bike Rack and Bench on street |
| 5. Pedestrian cross-walks with landscaped bulb-outs | |

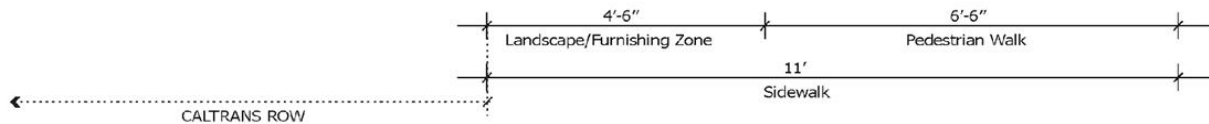
Option 2: Sidewalk Widening



1. Continuous left turn lane removed
2. 16' Wide Sidewalks on both sides
3. On-street parking
4. New Crosswalk across Telegraph Way
5. Pedestrian cross-walk with landscaped bulb-outs

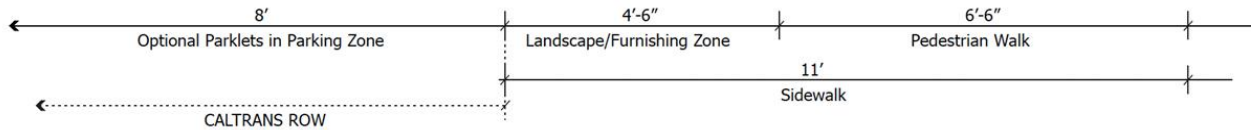
6. New Concrete Paving
7. New Canopy Street trees
8. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles)
9. Flex Zone/ Drop-Off/ Delivery

Main Street Existing



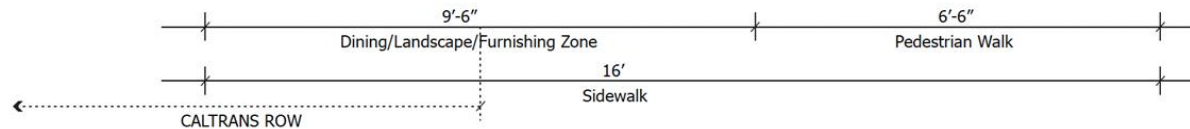
1. 11' sidewalk w/ multiple paver materials
2. Lack of bicycle facilities
3. On-street parking
4. Existing street trees; to be replaced as part of the future streetscape improvements
5. Lack of street furnishings

Option 1: Sidewalk Upgrade with Parklets



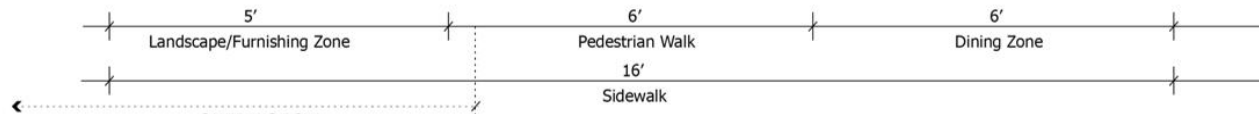
1. Existing 11' sidewalk w/ new Concrete Paving
2. Optional Bike racks in Parklet
3. On-street parking
4. New Canopy Street trees
5. Optional Outdoor Dining in Parklet
6. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles)

Option 2: Sidewalk Widening (tables curbside)



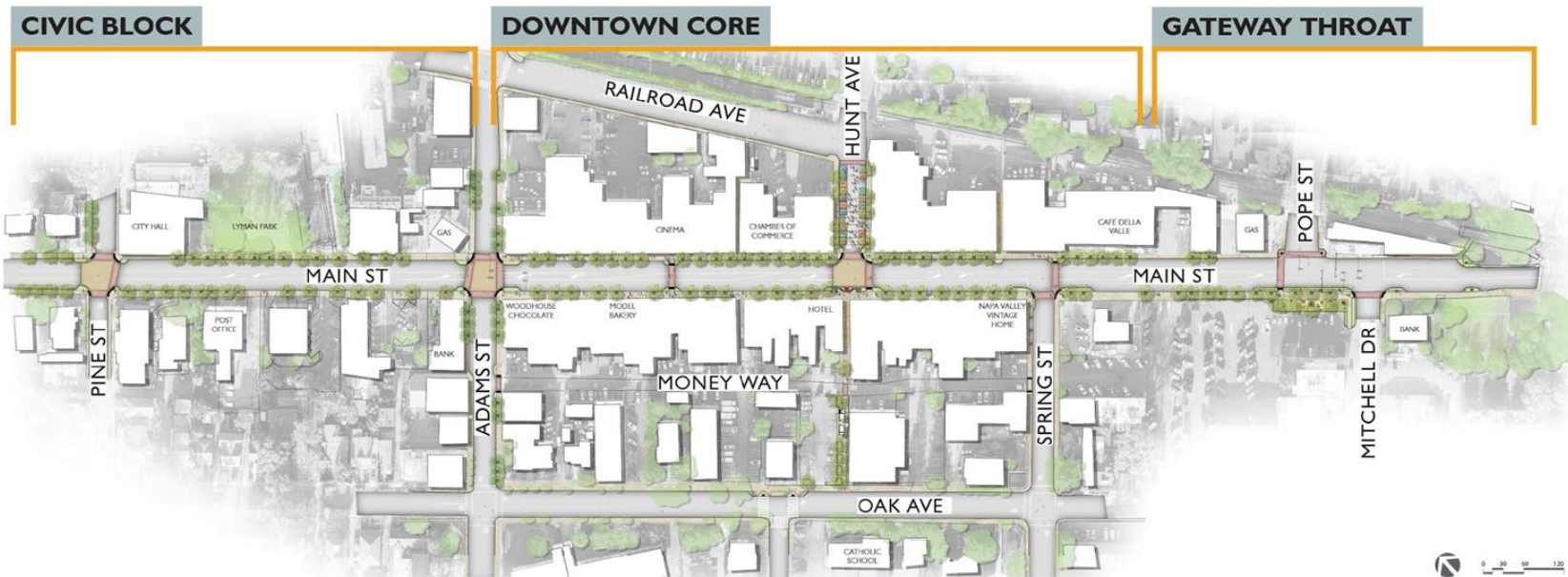
1. 16' Wide Sidewalk
2. On-street parking
3. New Concrete Paving
4. New Canopy Street trees
5. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles)

Option 2: Sidewalk Widening (tables building-side)



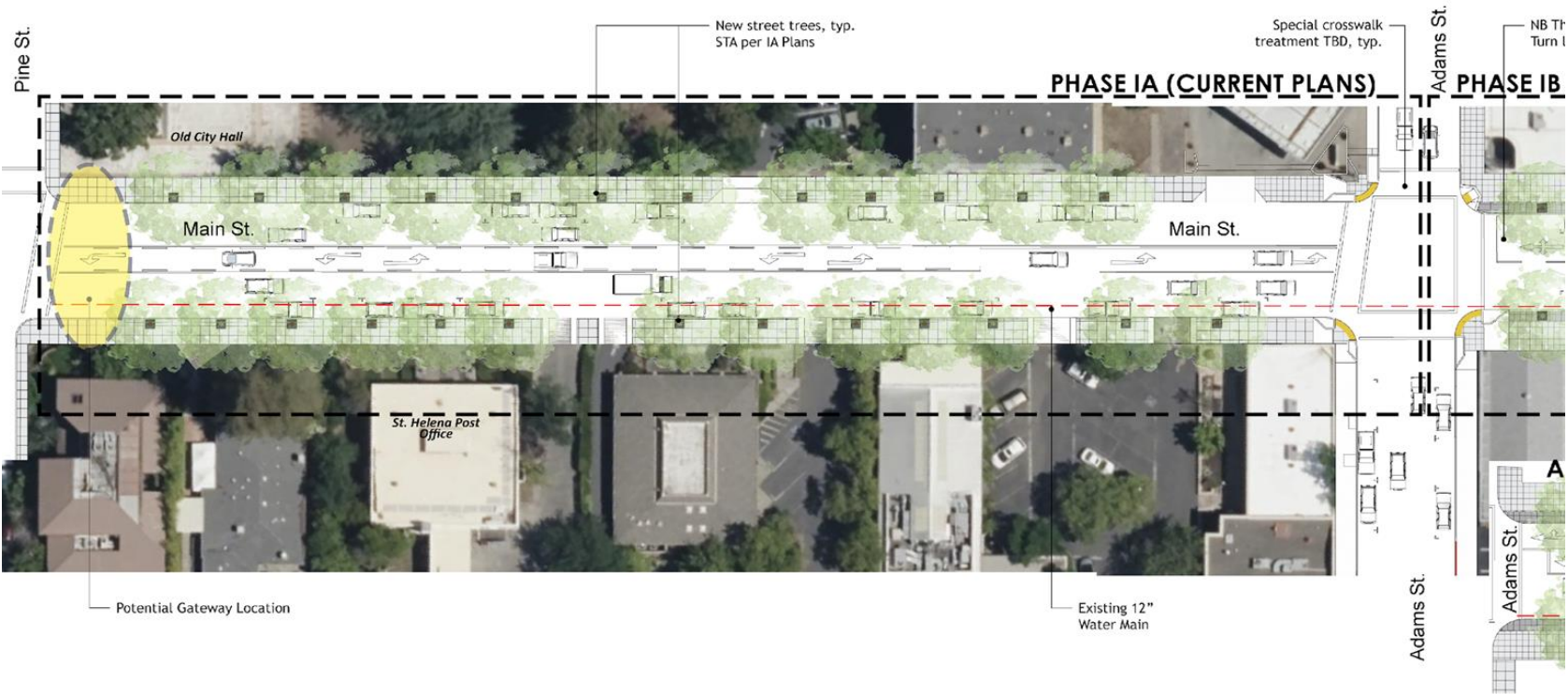
1. 16' Wide Sidewalk
2. On-street parking
3. New Concrete Paving
4. New Canopy Street trees
5. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles)

Concept Layout Plan

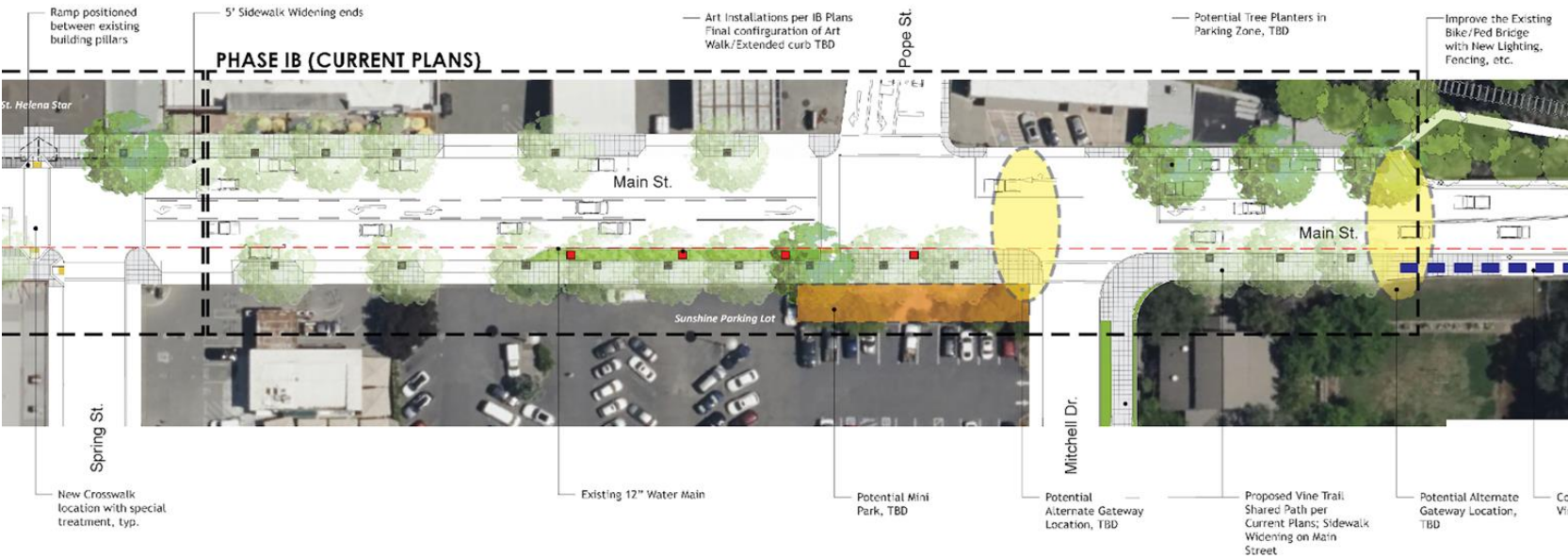


Concept Layout Plan

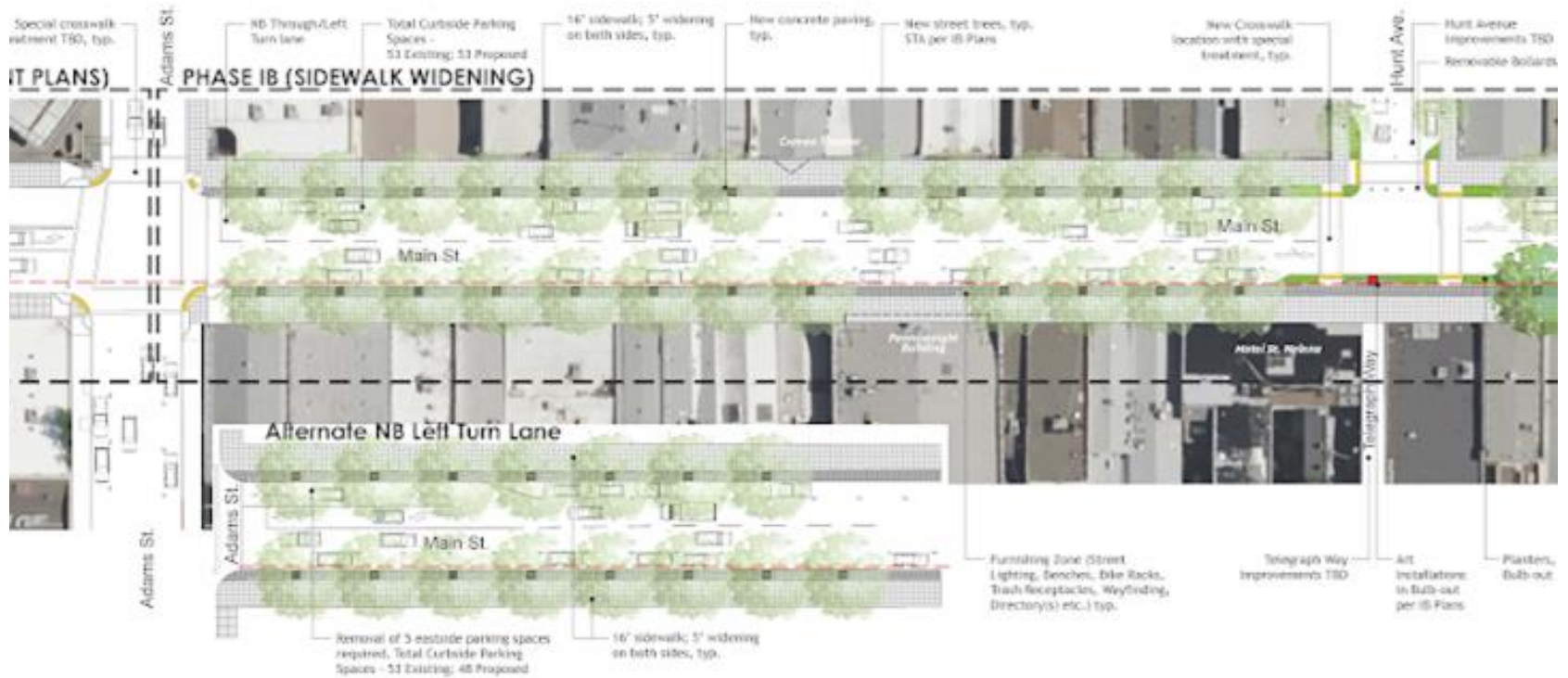
Main Street Improvements from Pine Street to Sulphur Creek



Concept Layout Plan



Concept Layout Plan



Key Issues

- **Emergency Vehicle Access** – 24’ two-lane width allows cars to pull aside and 12’ EV through-access, planned “Opticom” signal pre-emption system
- **Construction Cost Increase** – Additional cost for sidewalk widening as part of sidewalk/streetscape improvements
- **Additional Caltrans Review** – Initial input supportive per current Main Street and Complete Street policies
- **Traffic Operations** – Improved condition at Spring Street, two options to be assessed for Adams; signal timing optimization planned for corridor



Traffic Implications with Streetscape

- Focused operational analysis on four Main Street intersections
 - **Main & Adams – Signalized**
 - *Main & Hunt – Stop-Controlled on Hunt*
 - *Main & Spring – Stop-controlled on Spring*
 - **Main & Mitchell/Pope - Signalized**
- Peak hour turning movement counts collected May 2024
- Three periods analyzed:
 - *Weekday morning peak hour*
 - *Weekday afternoon peak hour*
 - *Saturday midday peak hour*
- Metric:
 - *Average Vehicle Delay (in seconds) on Main Street*
- Assumptions:
 - *Streetscape project - Removal of left turn pockets/center turn lane; removal of the left-turn signal phase*
- ❖ Analysis is based on proposed streetscape lane configurations. It does **not** include future buildout conditions of the Downtown Specific Plan, as the future land use mix has not been determined at this time.



Average Delays on Main Street

- With the streetscape project, average delay per vehicle generally decreases for traffic on Main Street, with the exception of southbound vehicles at the intersection of Mitchell/Pope
- Northbound Direction
 - *Reduction of 7 to 12 seconds at Mitchell/Pope*
 - *Reduction of 1 to 2 seconds at Adams*
- Southbound Direction
 - *Reduction of 7 to 9 seconds at Adams*
 - *Increase of 9 to 18 seconds at Mitchell/Pope*



Average Delays - Northbound

- At Mitchell/Pope
 - *Reduction of 11 seconds during the AM peak hour*
 - *Reduction of 12 seconds during the PM peak hour*
 - *Reduction of 7 seconds during the Saturday mid-day peak hour*
- At Adams
 - *Reduction of 2 seconds during the AM peak hour*
 - *Reduction of 2 seconds during the PM peak hour*
 - *Reduction of 2 seconds during the Saturday mid-day peak hour*



Average Delays - Southbound

- At Adams
 - *Reduction of 9 seconds during AM peak hour*
 - *Reduction of 18 seconds during PM peak hour*
 - *Reduction of 13 seconds during Saturday mid-day peak hour*
- At Mitchell/Pope
 - *Increase of 9 seconds during AM peak hour*
 - *Increase of 18 seconds during PM peak hour*
 - *Increase of 13 seconds during Saturday mid-day peak hour*



Average Vehicle Delay

Direction	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	Existing (sec)	With Project ¹ (sec)	Change	Existing (sec)	With Project ¹ (sec)	Change	Existing (sec)	With Project ¹ (sec)	Change
Northbound									
at Mitchell/Pope	28	17	-11	31	19	-12	25	18	-7
at Adams	17	15	-2	21	19	-2	22	20	-2
Total delay²	45	32	-13	52	38	-14	47	38	-9
Southbound									
at Adams	17	8	-9	19	12	-7	22	13	-9
at Mitchell/Pope	36	45	9	40	58	18	38	52	14
Total delay²	53	53	0	59	70	11	60	65	5

¹With Project represents the Streetscape lane configurations only. It does **not** include the Downtown Specific Plan (DSP) buildout conditions, which are yet to be determined. Signal optimization/coordination and re-routing of left-turn traffic is **not** assumed for this analysis, but would be considered as part of the analysis of DSP buildout conditions.

² Delay at signalized intersections on Main Street.

