

St. Helena Resort Project Environmental Assessment Report City of St. Helena, Napa County, California

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
AG	Agriculture
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BASMAA	Bay Area Stormwater Management Agencies Association
BERD	Built Environment Resource Directory
BFE	Base Flood Elevation
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CASGEM	California Statewide Groundwater Elevation Monitoring
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHRIS	California Historic Resources Information System
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
COG	Council of Governments
CREC	Controlled Recognized Environmental Conditions
CRHR	California Register of Historic Places
CRMP	Cultural Resources Monitoring Plan
CTMP	Construction Traffic Management Plan
CUP	Conditional Use Permit
CY	cubic yards
dBA	A-weighted decibel
DFE	Design Flood Elevation
DPM	diesel particulate matter

Acronyms and Abbreviations

EDF	Environmental Design Feature
EV	electric vehicle
EVA	Emergency Vehicle Access
FEMA	Federal Emergency Management Association
FTA	Federal Transit Administration
gal/year	gallons per year
GHG	greenhouse gas
GMO	Groundwater Management Ordinance
GPD	gallons per day
gpm	gallons per minute
GSA	Groundwater Sustainability Agency
HPD	Historic Property Data
HREC	Historical Recognized Environmental Condition
HSP	Health and Safety Plan
HVAC	heating, ventilation, and air conditioning
in/sec	inch per second
kWh	kilowatt-hour
kWh/yr	kilowatt-hour per year
lbs	pounds
LED	light-emitting diode
L _{eq}	equivalent noise/sound level
L _{max}	maximum noise/sound level
MGY	million gallons per year
MMBTU/yr	Million Metric British Thermal Units per year
mph	miles per hour
MS4	Small Municipal Separate Storm Sewer System
MT CO ₂ e	metric tons of carbon dioxide equivalents
MUP	Minor Use Permit
MWEL	Model Water Efficient Landscape Ordinance
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	California Office of Historic Preservation
OSHA	Occupational Safety and Health Administration Safety
PG&E	Pacific Gas and Electric Company

PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PPV	peak particle velocity
PQP	public/quasi-public
PRG	Preliminary Remediation Goal
REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Plan
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SHUSD	St. Helena Unified School District
SLF	Sacred Lands File
SMP	Site Management Plan
SO _x	sulfur oxides
SPRR	Southern Pacific Railroad
SR	State Route
SWCP	Stormwater Control Plan
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDM	Transportation Demand Measures
TIS	Transportation Impact Study
TOT	Transient Occupancy Tax
ULL	Urban Limit Line
USACE	United States Army Corps of Engineers
VDECS	Verified Diesel Emission Control Strategies
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WPA Overlay	Winery and Planned Agritourism Overlay
WW	Woodland and Watershed

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SECTION 1: EXECUTIVE SUMMARY

A voter-sponsored initiative measure known as the St. Helena Agritourism Initiative (Agritourism Initiative) has been proposed and is moving forward for consideration by the City of St. Helena Council and voters. A copy of the Agritourism Initiative is included as Appendix A to this report. This Environmental Assessment Report was prepared in accordance with State law standards to provide an analysis of the Agritourism Initiative's potential impacts upon the community and environment.

The Agritourism Initiative would amend the City of St. Helena's General Plan and Zoning Ordinance to establish the Winery and Planned Agritourism Overlay (WPA Overlay), which can only be applied on up to 11 acres of large parcels in excess of 110 acres located within city limits but outside of the City's Urban Limit Line (ULL) with existing active agriculture and a winery and served by an existing railroad line. Specifically, the WPA Overlay would be applied to certain property to facilitate the development of up to a 56-room maximum world-class resort (proposed project) on the property known as the Charles Krug Winery (winery) located at 2800 Main Street in the City of St. Helena (City), California (Exhibit 1). The proposed project would consist of up to 36 villas; six second-floor villa units; four estate house suites; one estate house junior suite; seven estate house rooms; and two guest rooms in refurbished, historic train cars facing the Napa Valley Wine Train tracks that bisect the larger winery property. A variety of public and visitor-serving amenities are also proposed as part of the resort project, from an organic culinary garden and olive tree grove to meeting and event spaces, swimming pools, and an on-site spa and restaurant. The Agritourism Initiative also includes 92 specific Environmental Design Features (EDFs) that address potential environmental issues, including aesthetics, air quality, biological resources, cultural and historic resources, energy efficiency, flooding, geology, contamination, noise, public services, traffic, utilities, water, water quality, and wastewater. The Agritourism Initiative requires the proposed project to adhere to and implement the EDFs.

The site of development contemplated under the Agritourism Initiative (project site), which is located within the property known as the Charles Krug Winery, consists of open, fallow acreage located along Deer Park Road, just east of State Route (SR) 29. The site was most recently used in 2020 for staging by emergency services providers during the Glass Fire.

This Environmental Assessment Report evaluates the potential impacts and effects of the Agritourism Initiative by analyzing the potential impacts associated with the reasonably foreseeable development (the proposed project) that would be allowed by amendments associated with the Agritourism Initiative. EDFs required by the Agritourism Initiative that would reduce potential impacts are also discussed. Summary Table 1, Table 2, and Table 3, provided below, include a concise summary of major issues associated with development of the proposed project facilitated under the Agritourism Initiative, and more detailed analysis can be found throughout the subsequent sections of this report.

Table 1: Fiscal Effects of Implementation of the Initiative

Issue Area	Summary
Tax Revenue	The economic gains from worker spending and materials purchased during the construction phase would create approximately \$282,000 in local tax revenues before the increase in the resort site's assessed value. The increase in property taxes for the City of St. Helena would be approximately \$615,000 due to property improvements. The property tax revenue gains would continue into the operations phase. Tax revenues for the City would range from \$2.5 million in Year 1 to over \$4.48 million in Year 5 based on room revenue, spending at the resort and throughout St. Helena.
Capital Improvements	While the development and operation of the proposed project may also require improvements to several City streets, upgrades to local utility infrastructure, etc., all such costs would be fully paid by the resort operator, not the City or its taxpayers. Many of these capital improvements would provide benefits to the City on a daily basis.
Costs of Public Services	The operations of the proposed project contemplated under the Agritourism Initiative would likely necessitate additional, incremental public services such as police, fire protection, and emergency medical response. However, all required fees, including planning fees, development impact fees, building fees, and St. Helena Unified School District (SHUSD) fees for development under the Agritourism Initiative would be required to be paid prior to issuance of a building permit, offsetting costs.
Housing Funds	The resort plans to support some new or existing residents of St. Helena by developing a minimum of 50 units of rental workforce housing made available to rent at an affordable rental price, adjusted for household size, to moderate income households on a separate legal parcel within the City for on-site workers and their families. There would be additional economic benefits from the housing construction associated with the resort which are not analyzed in this report.

Table 2: Land Use Compatibility

Issue Area	Summary
City's General Plan and Zoning Policies	The Agritourism Initiative would modify all necessary City planning documents and policies to ensure that the project is consistent with the City's laws and regulations, which includes amendments to the City's General Plan, Zoning Map and Municipal Code.
Adjacent Land Uses	The project site is bounded by active vineyards to the south, the Charles Krug Winery to the east, and adjacent drainage ditches to the north and west. The development contemplated by the Agritourism Initiative would provide an economic driver for local wineries, restaurants, retail, vineyards, and healthcare. The intensification of noise and traffic could negatively affect the existing environment; however, the Agritourism Initiative includes setbacks, height limits, and operational restrictions which are all intended to minimize impacts on these local residents.
Uses of Vacant Land	The new resort hotel would be located within a newly adopted Winery and Planned Agritourism Overlay (WPA Overlay), which can only be applied on up to 11 acres of large parcels in excess of 110 acres located within City limits but outside of the City's Urban Limit Line (ULL) with existing active agriculture and a winery and served by an existing railroad line.

Issue Area	Summary
	While this would affect the development of the up to 11-acre project site, which is vacant at this time, it would have no direct effect on vacant properties throughout the remainder of the City.

Table 3: Environmental and Infrastructure Impacts

Issue Area	Summary
Aesthetics	The Agritourism Initiative would amend the Municipal Code to include a new Winery and Planned Agritourism (WPA) Overlay, which would contain development standards pertaining to aesthetic resources. The WPA would require the design of the building and site to be visually cohesive and compatible with the character of the site. The development standards would minimize the aesthetic impacts associated with development under the Agritourism Initiative. Furthermore, the Agritourism Initiative includes 6 Environmental Design Features (EDFs), which are specifically intended to preserve the aesthetic quality of the project site and surrounding area.
Air Quality	The air quality analysis indicates that the construction emissions from all construction activities would be below the recommended thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NO _x), and exhaust particulate matter 10 micrometers or less in diameter (PM ₁₀) and 2.5 micrometers or less in diameter (PM _{2.5}). However, to further reduce any potential construction emission impacts, the Agritourism Initiative would require development to implement EDF 15, which includes restrictions on construction vehicle idling, requiring various fugitive dust control measures, and conforming to applicable required State and federal emission standards for construction equipment. Operational emissions would include area, energy, and mobile sources. Operation of the proposed project would be well under the Bay Area Air Quality Management District's (BAAQMD's) daily threshold for operation emissions. The Agritourism Initiative would require development to implement EDF 16, which would incorporate various sustainable design elements and guidelines to promote energy efficiency and other conservation measures.
Biological Resources	The project site's ruderal and disturbed/developed land coverage types do not offer suitable habitat for most species. However, several California live oak trees are located within disturbance distance of the western and northern portions of the project site. The oak trees and adjacent agricultural fields provide potential nesting, roosting, and foraging habitat for several species of birds and bats. The Agritourism Initiative includes 5 EDFs specifically intended to reduce impacts to jurisdictional waters, nesting birds, and roosting bats.
Cultural Resources	Development under the Agritourism Initiative would result in the following potential impacts to cultural resources: (1) The removal of a minimal number of historic vineyard rows associated with the National Register of Historic Places (NRHP) listed Charles Krug Winery; (2) Potential viewshed impacts to the Charles Krug Winery; (3) Modifications to the Napa Valley Wine Train/Southern Pacific Railroad Tracks on the project site; (4) Potential impacts to an Indigenous archaeological resource. The Agritourism Initiative includes seven EDFs which are specifically intended to protect historic, cultural, and Tribal Cultural Resources (TCRs) and requires the preparation of an Archaeological Treatment, Testing, and Curation Plan to assess the potential for presence of archaeological, paleontological and TCRs.

Issue Area	Summary
Energy	Construction under the Agritourism Initiative would result in energy expenditures from diesel and gasoline utilized to fuel off-road construction equipment and construction vehicles traveling to and from the project site. Off-road construction equipment associated with the proposed project would consume an estimated 49,188 gallons of diesel. Vehicles used by workers, vendors, and haul trucks would consume an estimated 21,763 gallons of diesel and gasoline combined. The proposed project would consume an estimated 999,773 kilowatt-hour per year (kWh/yr) of electricity and 3,599,946 Million Metric British Thermal Units per year (MMBTU/yr) of natural gas from the proposed hotel and associated uses. Mobile source energy consumption for vehicle trips to the site are an estimated 71,302 gallons per year (gal/year) of fossil fuel combined and 31,044 kWh of electricity for electric vehicles. The Agritourism Initiative includes two EDFs which are specifically intended to reduce energy consumption and increase energy efficiency.
Geology and Hydrogeology	The project site is partially within Zone AE (within the 100-year flood area) of the Federal Emergency Management Association (FEMA) floodplain mapping. Stormwater management for the site would be provided in accordance with the Bay Area Stormwater Management Agencies Association (BASMAA) requirements. A minimum of 4 percent of the site's impervious areas would be required as bioretention facilities. These engineered landscape interventions accept stormwater runoff and percolate water through their soil, removing contaminants and allowing runoff to return to the water table. The Agritourism Initiative includes 14 EDFs which address flood risks and protecting the project and public from such risks.
Greenhouse Gas Emissions	The proposed project would generate approximately 699 metric tons of carbon dioxide equivalents (MT CO₂e) during construction. During operations, the proposed project would generate approximately 1,693.3 MT CO₂e per year after the inclusion of 23.3 MT CO₂e per year from project construction. In an effort to reduce greenhouse gas (GHG) emissions, the proposed project has been designed to be all electric and energy efficient. Furthermore, the Vehicle Miles Traveled (VMT) in the region would unlikely change as a result of the proposed project. The Agritourism Initiative includes two EDFs related to air quality and two EDFs related to energy which would indirectly reduce the effects of GHGs.
Hazards and Hazardous Materials	The project site's history has been primarily agricultural in the form of vineyards cultivated intermittently throughout the project site's history. There are currently no known Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), or Historical Recognized Environmental Conditions (HRECs) in relation to the project site. Development under the Agritourism Initiative would be subject to applicable plans, policies, and regulations pertaining to the use, handling, storage, and disposal of hazards and hazardous materials. Furthermore, the Agritourism Initiative includes nine EDFs which are specifically intended to test for and remediate any possible contaminated soils.
Noise	The loudest phase of construction is typically the site preparation and grading phase, as that is when the loudest pieces of heavy construction equipment would operate. The nearest noise-sensitive receptor to the construction footprint of the proposed project would be the single-family residential homes located approximately 750 feet west of the project site, across SR-29. Reasonable worst-case interior noise levels, from construction activities, measured in A-weighted decibels (dBA), would range up to 36 dBA maximum noise level (L_{max}) and 26 dBA equivalent noise level (L_{eq}).

Issue Area	Summary
	During operations, mechanical ventilation systems could be located as close as 770 feet from the nearest off-site residential receptor. At this distance, noise generated by multiple mechanical ventilation units operating simultaneously would attenuate to less than 24 dBA L_{eq} at the nearest residential receptor. Parking lot areas would be located approximately 1,470 feet from the nearest off-site residential receptor. At this distance, noise generated by parking lot activity would attenuate to less than 15 dBA L_{eq} at the nearest residential receptor. The traffic volumes generated by the proposed project would not result in even a 3 dBA increase in traffic noise levels and would be considered a “less than perceptible” increase.
Public Services	The operations of the proposed project would likely necessitate additional public services such as police, fire protection, and emergency medical response. However, all required fees, including planning fees, development impact fees, building fees, and St. Helena Unified School District (SHUSD) fees for the proposed project are required to be paid prior to issuance of a building permit. Furthermore, the Agritourism Initiative includes nine EDFs to ensure compliance with Fire Code and Fire Department requirements and three EDFs related to landscaping and creating a bicycle- and pedestrian-friendly environment.
Transportation	The proposed project is expected to generate an average of 576 trips per weekday, including 55 trips during the AM peak-hour and 78 trips during the PM peak-hour. The Agritourism Initiative would require the proposed project to complete roadway improvements and sidewalk replacements. Pursuant to the EDFs, development under the Agritourism Initiative would be required to improve site access and provide traffic directional signs in accordance with City and California Department of Transportation (Caltrans) standards, and would be required to construct a minimum 8-foot-wide paved bicycle and pedestrian trail, which would be open to the public, along the railway and within the property rights of the railway operator, between the project site and Fulton Lane. The EDFs would also require payment into the proposed signal fund for SR-29 and Deer Park Road; the Silverado Trail and Deer Park signal lane realignment; and all City traffic impact fees. Additionally, the existing railroad would be rehabilitated. Furthermore, the Agritourism Initiative includes 16 EDFs that address transportation impacts.
Utilities	The Agritourism Initiative minimizes impacts on the City’s infrastructure because the development does not contemplate or require the extension of municipal urban services such as sewer and water, provided that wastewater treatment is provided by an on-property package water reclamation system sized for project-serving flows in the form of a membrane bioreactor or similar system that is capable of providing tertiary-level water quality treatment and there is adequate water from existing on-site wells to provide potable water; emergency systems water and irrigation water would be supplied by recycled water and supplemented by on-site wells as needed. However, if the City and the project Applicant decide to connect the proposed project to system, then all applicable connections and fees would be required. In addition, the Applicant would be required to pay all development impact and building fees and design to all applicable City Standards. There are 15 EDFs specific to infrastructure that address development under the Agritourism Initiative’s responsibility for fees, costs, repairs and not impacting City infrastructure.

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SECTION 2: PROJECT BACKGROUND

2.1 - Voter Initiative Background

A voter-sponsored initiative pursuant to Section 9200, *et. seq.* of the Election Code is being proposed to review and approve a 56-room maximum resort facility on the winery property known as the Charles Krug Winery located at 2800 Main Street in St. Helena, California. The voter-sponsored initiative, titled the “St. Helena Agritourism Initiative” (Agritourism Initiative), would contain text changes necessary to amend the City’s General Plan, Zoning Ordinance, and Municipal Code to create a WPA Overlay Zone, which would facilitate the development of a 56-room world-class resort hotel and agritourism facility (proposed project).

The submission of a voter-sponsored ballot measure is not a project subject to the California Environmental Quality Act (CEQA) (*Tuolumne Jobs & Small Bus. Alliance v Superior Court* [2014] 59 C4th 1029). Local agencies may order a report evaluating an initiative measure before deciding to adopt it without change or place it on the ballot (California Elections Code § 9212). Under *Tuolumne Jobs*, this report is the exclusive means of assessing the potential environmental impacts of the Agritourism Initiative, precluding additional review of the measure under CEQA Guidelines. This Environmental Assessment Report nevertheless provides qualitative and quantitative information to evaluate potential environmental impacts associated with the Agricultural Initiative.

2.1.1 - California Elections Code

Section 9200, *et seq.*

The procedures for municipal voter initiatives are found in California Elections Code Section 9200 *et seq.* The initiative process consists of the following primary steps:

1. A citizen of the City submits the initiative language and receives an impartial Title and Summary of the newly proposed law.
2. The initiative is then presented as a petition to City voters and signatures are collected.
3. Upon filing the petition, once it has been determined that 10 percent or more of the City’s voters have signed the petition, it is presented to the City Council for further action.
4. The City Council may take the following actions (California Elections Code § 9214):
 - a. Request an informational report which summarizes the potential effects of the initiative (this report must be completed and presented back to the Council within 30 days); or,
 - b. Immediately approve the initiative via a vote of the Council members; or,
 - c. Place the initiative on the ballot at the city’s next general election for approved or rejection by the City’s voters.

Section 9212

As directed by California Elections Code 9212, an informational report may contain an analysis of any or all of the following effects of the project:

1. Its fiscal impact.
2. Its effect on the internal consistency of the city’s general and specific plans, including the housing element, the consistency between planning and zoning, and the limitations on city actions under Section 65008 of the Government Code and Chapters 4.2 (commencing with Section 65913) and 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.
3. Its effect on the use of land, the impact on the availability and location of housing, and the ability of the city to meet its regional housing needs.
4. Its impact on funding for infrastructure of all types, including, but not limited to, transportation, schools, parks, and open space. The report may also discuss whether the measure would be likely to result in increased infrastructure costs or savings, including the costs of infrastructure maintenance, to current residents and businesses.
5. Its impact on the community’s ability to attract and retain business and employment.
6. Its impact on the uses of vacant parcels of land.
7. Its impact on agricultural lands, open space, traffic congestion, existing business districts, and developed areas designated for revitalization.
8. Any other matters the legislative body requests to be in the report.

This Environmental Assessment Report includes analysis in all seven areas identified in California Elections Code Section 9212. It was prepared in connection with the drafting of the Agritourism Initiative to provide objective information regarding the potential impacts of the measure so they could be addressed in the measure’s provisions.

SECTION 3: PROJECT DESCRIPTION

3.1 - Purpose

The purpose of this Environmental Assessment Report is to analyze potential impacts from implementation of the Agritourism Initiative in the City of St. Helena, California.

The remainder of this section provides a brief description of the project location and the characteristics of the proposed project that would be the subject of the Agritourism Initiative. Section 4 provides a Fiscal Impact Analysis. Section 5 provides an analysis of land use policy and housing. Section 6 includes an analysis of environmental benefits and impacts that may result from project implementation.

3.2 - Location and History

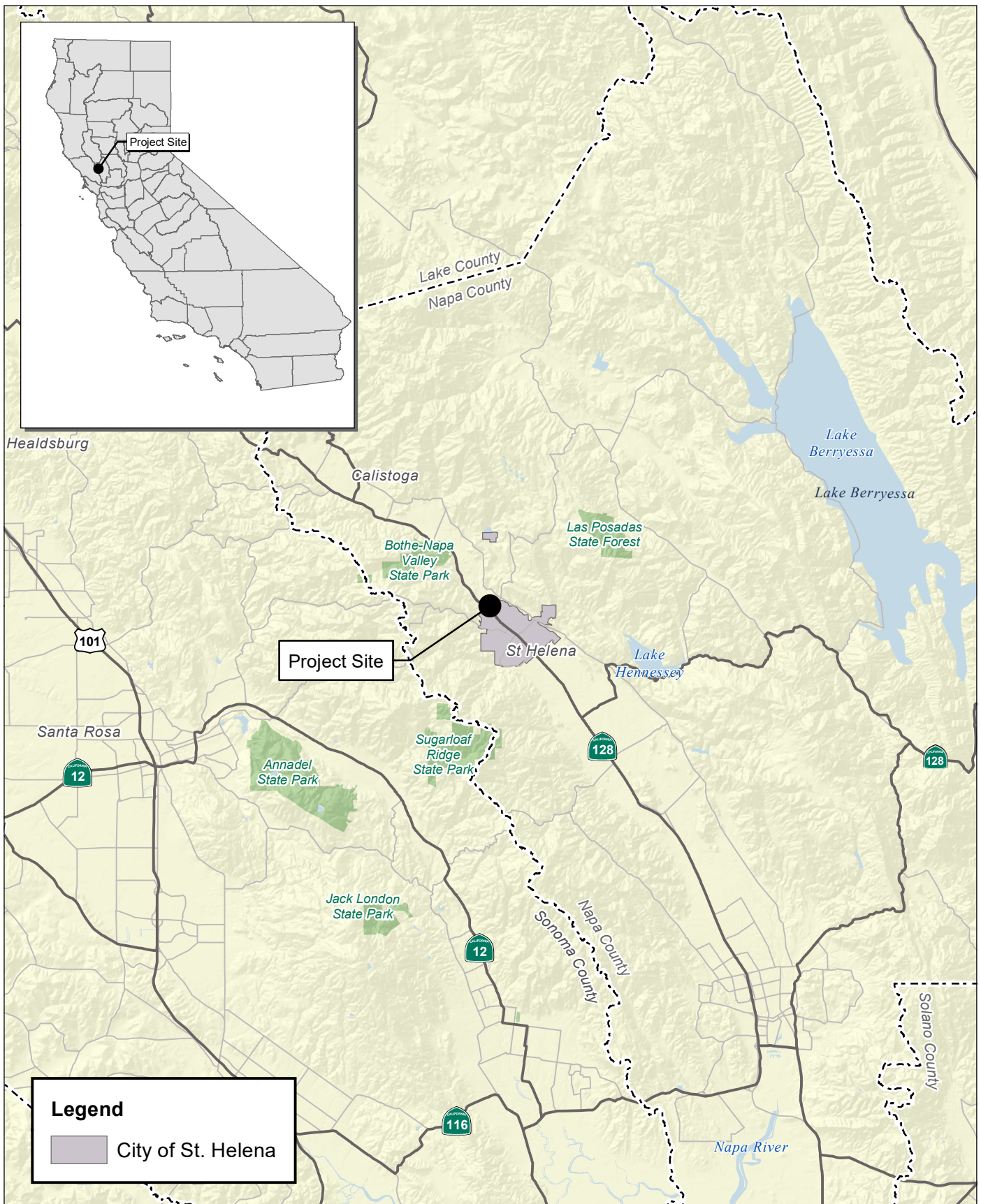
The Agritourism Initiative would cover a project site that is located at 2800 Main Street in the City of St. Helena (City), in Napa County, California, and is identified by Assessor's Parcel Number (APN) 009-010-022-000 (Exhibit 1). The City is located in the North Bay area of the San Francisco Bay Area. The project site is located on the Charles Krug Winery property in northwestern St. Helena. The proposed resort would be located on up to 11 acres of the winery, along Deer Park Road to the northwest and a 50-foot-wide Napa Valley Wine Train right-of-way to the northeast (Exhibit 2).

The project site is located approximately 50 miles west of Sacramento and approximately 30 miles east of the Pacific Ocean. Regional access to the site is provided by SR-128. Local access is currently provided by SR-29, Deer Park Road, and the Napa Valley Wine Train, which traverses and terminates on the project site.

The Charles Krug Winery was founded in 1861; it contains two buildings that are listed on the National Register of Historic Places (NRHP) and is also designated a National Historic Landmark. The winery building was built in 1874, and a stable was built in 1881.

The proposed project was envisioned in consultation with Charles Krug Winery and the Mondavi family and fits ideally with the goals of the City of St. Helena's Financing Civic Infrastructure Task Force. In May 2020, the Task Force concluded that two new hotels within city limits are essential to create new revenue streams to address the City's budgetary challenges and finance the City's many infrastructure needs, which include new City facilities, improvements to streets, sidewalks, and water and wastewater treatments plants.

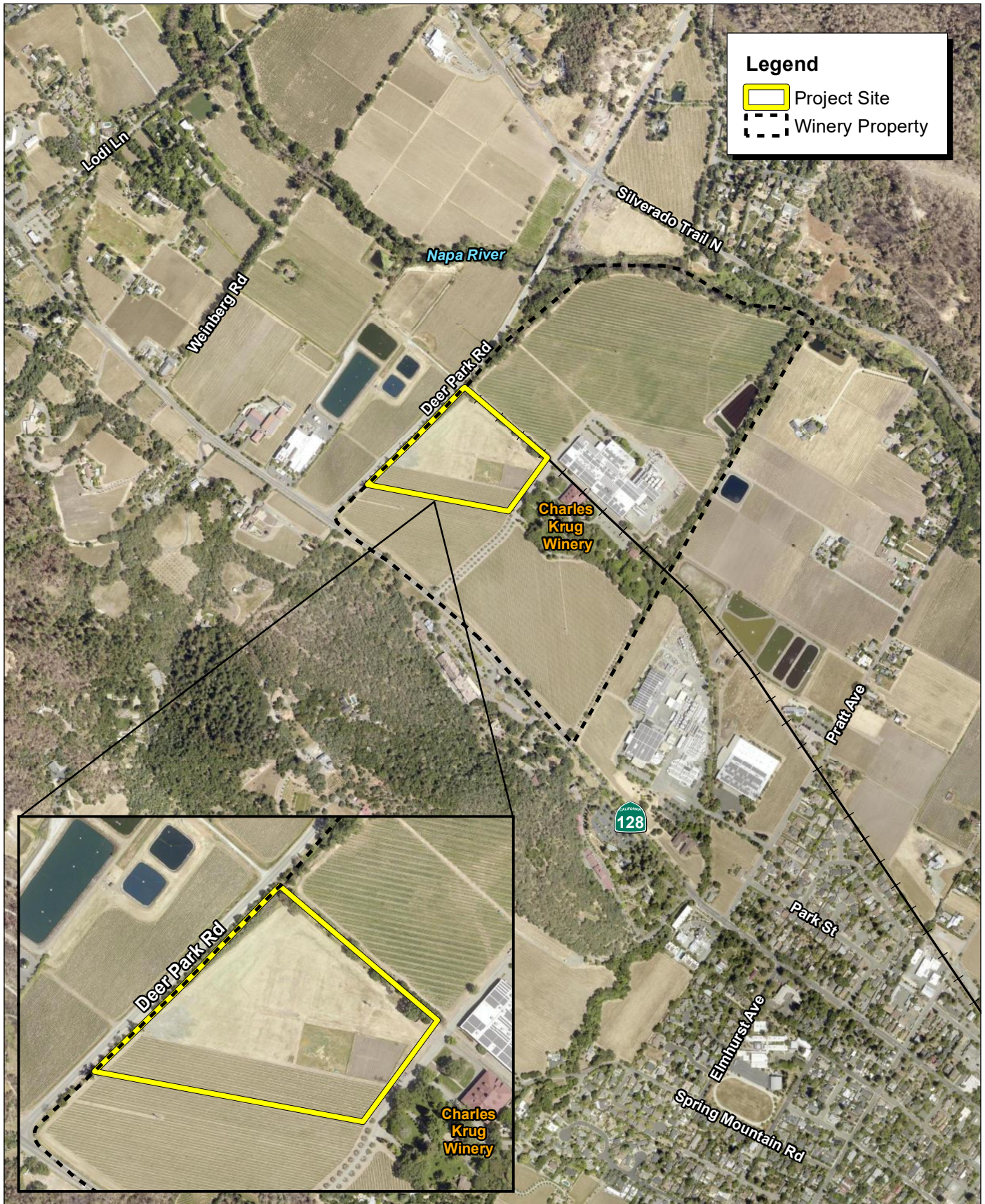
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Source: Census 2000 Data, The California Spatial Information Library (CaSIL).



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3.3 - Environmental Setting

The City has served from its inception as a rural agricultural center and as a hub for tourism, hosting visitors from all over the world who come to experience the scenic vistas, world-class wineries, and farm-to-table restaurants in Napa Valley's Wine Country. The tourism industry is essential to ensure that the City has sufficient General Fund revenues to pay for critical City services and infrastructure projects. The project area is characterized by agritourism uses, including vineyards, wineries, restaurants, hotels, and historic landmarks.

The project site is bounded by mostly open, fallow land on the Charles Krug Winery property and is surrounded by agricultural fields, vineyards, wineries, and vacant forested land to the south; vineyards, wineries, and SR-128 to the west; Deer Park Road, the Napa River, and agricultural fields to the north; and York Creek, wineries, and agricultural fields to the east. The Napa Valley Wine Train traverses the site and its northerly terminus is located within the project site.

The project site is relatively flat, with elevations ranging from approximately 228 feet to 234 feet in the footprint of the proposed development, and an existing elevation of 229 feet at the entrance to the site. The site has relatively high groundwater with an average depth of less than 5 feet to the water table, consistent with the nearby Napa River.

3.3.1 - General Plan

The St. Helena 2040 General Plan land use map designates the project site Winery (Exhibit 3), which is under the land use category of Agriculture (AG). The AG land use designation permits agricultural, and winery uses, with restricted single-family residential and public/quasi-public (PQP) uses. The AG designation applies to large areas of the valley floor that surround the City's urban core. With the exception of hillside areas designated Woodland and Watershed (WW), all lands outside the ULL are designated AG regardless of their size or actual use. Minimum parcel sizes for new parcels in AG areas range from 20 to 40 acres. However, wineries in AG land may utilize a small portion of on-site land for provision of affordable employee housing thus alleviating some of the low and moderate housing needs in the City, while simultaneously reducing commute traffic.¹

3.3.2 - Zoning

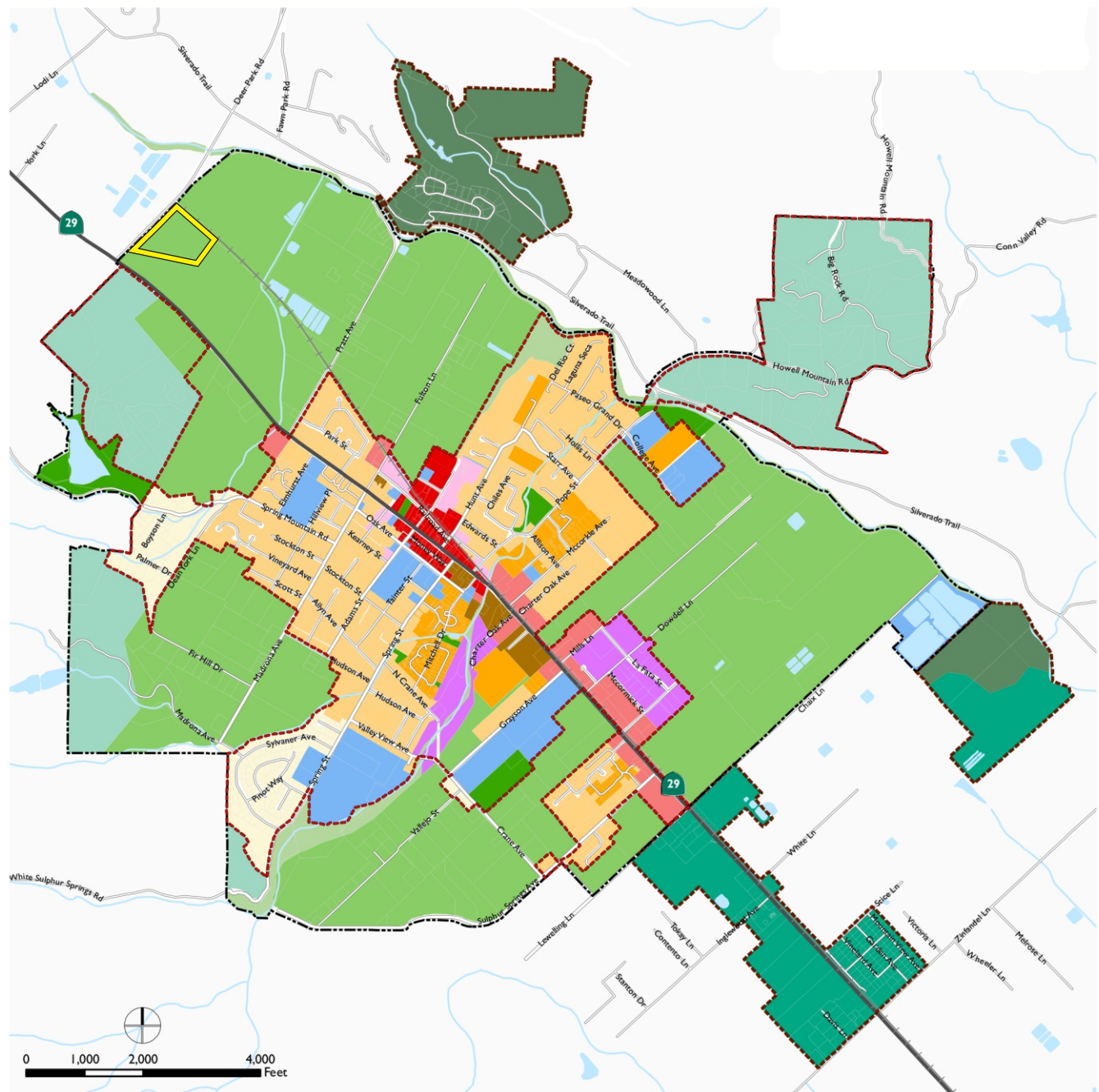
The project site is located in the Winery (W) zoning district (Exhibit 4).² The W Zone is intended to provide for winery and winery-related uses within the Agriculture General Plan land use designation. This zone implements the Agriculture General Plan land use designation. Permitted agricultural employee housing in the W zone includes up to 36 beds in group quarters or 12 units or spaces designed for use by a single-family or household, pursuant to California Health and Safety Code Section 17021.6. Otherwise, a Conditional Use Permit (CUP) is required. Additionally, single-family dwellings are permitted on parcels over 2 acres in size when the single-family dwelling is accessory to an agricultural use. Public services require a Minor Use Permit (MUP).³

¹ City of St. Helena. 2019. St. Helena General Plan Update 2040.

² City of St. Helena. 2023. City of St. Helena Zoning Map. Website: <https://www.cityofstheleena.org/DocumentCenter/View/700/City-of-St-Helena-Zoning-Map-2023-PDF>. Accessed April 15, 2024.

³ City of St. Helena. 2023. Municipal Code Title 17, Zoning Code.

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St. Helena General Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Central Business
- Service Commercial
- Mixed-Use

- Office
- Industrial
- Public and Quasi-Public
- Parks and Recreation
- Agriculture
- Open Space
- Woodlands and Watershed

Napa County General Plan

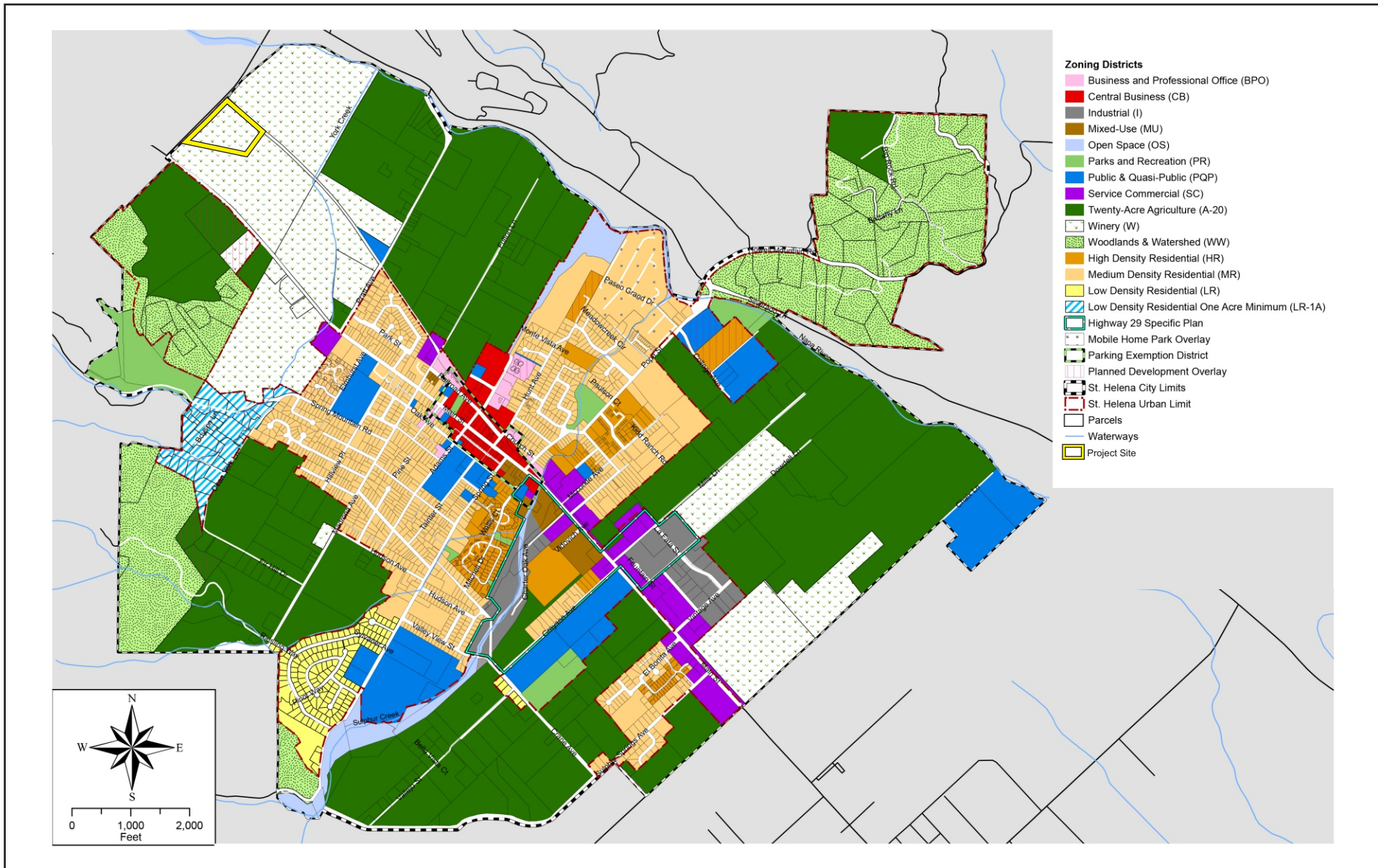
- Agricultural Resource
- Agriculture, Watershed and Open

- Railroad
- Water Features
- Urban Limit Line
- Study Areas
- City of St. Helena

Project Site

Source: City of St. Helena, 2018; Napa County, 2018.

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Source: City of St Helena, 10/2023.



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3.4 - Project Description

The Agritourism Initiative would facilitate the development of a 56-room maximum world-class resort facility on the Charles Krug Winery property located at 2800 Main Street in St. Helena, California (Exhibit 5). The proposed project would include the development of up to 11 acres of currently fallow ground on the Charles Krug Winery property, including a 1-acre landscape buffer within the larger 140-acre winery parcel. On-site facilities would include up to 54 guest rooms spread across 12 single-story villas/bungalows and six 2-story villas/bungalows, plus two guest rooms to be located in refurbished, historic train cars facing the Napa Valley Wine Train tracks that bisect the larger winery property (Exhibit 6). A variety of public and visitor-serving amenities are also proposed as part of the resort project, ranging from an organic culinary garden and olive tree grove to meeting and event spaces, swimming pools, and an on-site spa and restaurant (Exhibit 7a-Exhibit 7d). In addition to the on-site facilities, a minimum of 50 new rental housing units would be constructed off-site to provide housing for resort employees. The new housing located off-site would have its own separate process and review, and is not analyzed within this report.

The footprint of the proposed resort falls within mostly open, fallow acreage located off the corner of SR-29 and Deer Park Road. The site was most recently used for staging by emergency service providers during the Glass Fire.

As provided for in the Agritourism Initiative, the City would amend the General Plan and Zoning Ordinance to create a WPA Overlay Zone. Specifically, the General Plan amendments would be applied to the General Plan Land Use and Growth Management Element, Section 2.2 and Section 2.5; and the Public Facilities and Services Element, Section 4.5. Corresponding Municipal Code amendments would be applied to the City Zoning Map, and to Chapter 17.19 and Chapter 17.21 of the Municipal Code.

The WPA Overlay would be applied to up to 11 acres of the 110-acre larger parcel and would be located within the city limits but outside of the City's ULL with existing active agriculture and a winery and served by an existing railroad line. As part of the Agritourism Initiative, the new WPA Overlay would be applied to the project site. The new WPA Overlay would make the proposed project a permitted use, subject to compliance with the Municipal Code amendments and EDFs.

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Source: SB Architects, 2024.

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Exhibit 5 Site Plan

CITY OF ST. HELENA
ST. HELENA RESORT PROJECT
ENVIRONMENTAL ASSESSMENT REPORT

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Rail Line Terminus/Platform

Source: SB Architects, 2024.

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Exhibit 6 Aerial view from the north

CITY OF ST. HELENA
ST. HELENA RESORT PROJECT
ENVIRONMENTAL ASSESSMENT REPORT

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Source: SB Architects, 2024.

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Source: SB Architects, 2024.

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Exhibit 7b View 2 - Deer Park Road

CITY OF ST. HELENA
ST. HELENA RESORT PROJECT
ENVIRONMENTAL ASSESSMENT REPORT

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Source: SB Architects, 2024.

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Exhibit 7c
View 3 - Hotel Entry Drive

CITY OF ST. HELENA
ST. HELENA RESORT PROJECT
ENVIRONMENTAL ASSESSMENT REPORT

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Source: SB Architects, 2024.

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Exhibit 7d
View 4 - Eastern Corner of Property

CITY OF ST. HELENA
ST. HELENA RESORT PROJECT
ENVIRONMENTAL ASSESSMENT REPORT

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3.4.1 - Site Access and Circulation

The WPA Overlay would specifically facilitate development of the proposed project. Access to the site would be provided from Deer Park Road. An existing driveway connection to Deer Park Road would be expanded to meet City and County requirements for geometry and sight distance. The existing drainage crossing would be assessed and improved if required through the appropriate governing agencies. Secondary project access would use an existing 20-foot-wide driveway connection through the Charles Krug Winery to SR-29.

In addition, local pedestrian and bicycle access to the project site would be provided by a minimum 8-foot-wide public paved trail, which would be located along the existing rail line on the winery property.

The northerly terminus of the Napa Valley Wine Train is located on the project site at Deer Park Road. The Wine Train currently provides access for winery visitors and would also be utilized by resort patrons once the proposed project is operational. The 50-foot-wide Wine Train right-of-way is not anticipated to require any modifications; however, enhancements within the right-of-way are anticipated in order to implement the new station and boarding area, as well as the two new guest rooms in refurbished, historic train cars.

3.4.2 - Parking

The proposed project would include a minimum of 67 parking spaces on-site with an agreement to share parking with the adjacent Charles Krug Winery. Parking would include electric vehicle (EV) charging stations. Parking and loading would comply with the generally applicable Parking Area and Access Design Standards in Section 17.26.050 of the Municipal Code. EV parking would conform to Section 17.26.090 of the Municipal Code.

3.4.3 - Construction

Construction of the proposed project is anticipated to start January 2026 and would be completed over the course of 18 months. An estimated 16,700 cubic yards (CY) of import soil would be required to meet the site grading scheme.

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SECTION 4: FISCAL IMPACT ANALYSIS

4.1 - Fiscal Impact Analysis

To evaluate the Agritourism Initiative’s potential impact, a Fiscal Impact Analysis was completed for the proposed project (Appendix B). The Fiscal Impact Analysis considered the economic and fiscal impact of the construction and operation of the proposed resort facility. The Fiscal Impact Analysis focuses on business revenues, wages, and jobs supported by the two phases of the proposed project. The two phases of the proposed project include the construction phase and the operations phase.

Construction

The construction phase includes an estimated \$61.5 million of on-site spending in 15 to 18 months. This on-site spending would bring materials into St. Helena and jobs for workers within and outside the city limits. The City’s economy would benefit primarily from worker spending and materials purchased from local merchants as needed. Some fixtures, furniture, and equipment may also be sourced from St. Helena-based businesses. Estimates suggest 429 full-time equivalent workers on-site for the construction phase, paid approximately \$28.2 million in wages. The spending and jobs on-site would support another five jobs and over \$680,000 in additional business revenues throughout the City. Those gains in sum would create approximately \$282,000 in local tax revenues before the increase in the resort site’s assessed value. The increase in property taxes for the City would be approximately \$615,000 due to property improvements. The property tax revenue gains would continue into the operations phase.

Operation

Once construction ends, up to 56 new resort rooms would open and overnight stays would begin. Daily operations also have “multiplier” or additional effects on the City’s economy, as visitors come to the resort and then go to local restaurants, wineries, retailers, and other merchants as places to visit and to spend. The estimated amount spent on overnight stays on the property drives the estimates of overall spending. Based on assumptions of an annual average of 55.3 percent occupancy and an average daily rate of \$1,716 over 5 years, the annual gains from years 1 to 5 are as follows in terms of core visitor spending based on overnight stays at the property and subsequent effects on the economy:

- \$15.4 million in value-added income in year 1 to over \$33.6 million by year 5 for the resort and merchants and employees;
- Approximately 100 jobs on-site and another eight jobs in the City supported once the resort has hired to full capacity and occupancy is at 55.3 percent;
- Of the value-added income, \$5.7 million to \$12.4 million in wages would be paid to workers at the resort and to employees at ancillary and complementary businesses in the City from years 1 to 5;

- Tax revenues for the City would range from \$2.5 million in year 1 to over \$4.48 million in year 5 based on room revenue, spending at the resort and throughout the City:
 - \$208,000 to \$454,000 annually in additional property taxes over the 5 years beyond the resort's change in assessed value described above;
 - These amounts include the resort's improvements to the property's value in 2024;
 - \$38,500 to \$84,000 in new sales tax revenues over the first 5 years; and
 - Transient Occupancy Tax (TOT) revenues of \$1.42 million to \$2.88 million per year over the 5 years as occupancy rates rise and the resort establishes its market.

The growth of TOT revenues would provide additional flexibility to the City. The extra revenues would increase the sources of funds available to the City government directly (versus sales taxes or property taxes that are primarily for State, county, or other local uses). TOT revenues can function as collateral to finance borrowing for infrastructure and other needs that may support this project and pay the principal and interest payments. Within the first few years of operation, the proposed project would add over \$10.0 million to the City of St. Helena's borrowing capacity from the proposed project's TOT alone. The proposed project facilitated by the Agritourism Initiative would provide jobs and revenues for City residents and businesses. Additionally, in accordance with EDF 49, a minimum of 50 housing rental units would be constructed to house resort employees. The fiscal impact estimates show the resort would generate an average of \$36,055 in municipal revenue annually per "resident equivalent" for each hotel key, almost 10 times the municipality's estimated annual cost per resident.

Generally, with the anticipated revenue from the proposed project, which would grow from \$2.5 million in Year 1 to over \$4 million by Year 5 of operations, for any item on which the City requires funding beyond its impact fees (such as the downtown sidewalks), the proposed project would add significant General Fund revenue and bonding capacity that could be used for these City projects.

4.2 - Business and Employment Attraction and Retention

The Agritourism Initiative provides for the attraction of visitors with overnight accommodations, which, in turn, supports and attracts both business and employment opportunities to the City. Currently the project site is designated AG, which permits agricultural and winery uses, with restricted single-family residential and PQP uses. The Initiative would amend the City's General Plan, Zoning Map, and Municipal Code to facilitate the development of a 56-room maximum resort hotel and agritourism facility on the existing rail line. A hotel at this location would result in hotel guests spending money at other businesses in the City, supporting the local economy and helping to attract and retain retail/restaurant businesses.

4.3 - Infrastructure Funding Impacts

4.3.1 - Transportation

The Agritourism Initiative requires the proposed project to provide a southbound approach at Deer Park Road; the entrance to the proposed project would also be improved to include a left-turn lane and a through lane within the existing right-of-way (EDF 65). Furthermore, under EDF 70, the Applicant is required to pay its proportional share of the cost of installation of the traffic signal at SR-

29 and Deer Park Road. EDF 71 would require the Applicant to deposit funds with the County toward the striping improvements and existing traffic signal conversion at Silverado Trail and Deer Park Road. EDF 73 requires the Applicant to pay traffic impact fees based on the City's Master Fee Schedule and the fee would assume all square footage calculated at the lodging rate.

4.3.2 - Public Services (Schools, Parks, Open Space)

As required under EDF 4, the proposed project would be required to pay all development impact and building fees and design to all applicable City Standards.

4.3.3 - Business and Employment Impacts

The economic effects of this resort's two phases (construction and operation), would provide the City of St. Helena with increased tax revenues from additional economic activity. The construction phase would start with workers coming to the site and spending money at St. Helena's merchants. The hard construction costs would create those gains as the resort comes to life. After 18 months of construction, the economic effects of construction would end, except for the augmented property tax revenues. Those would include new transactions due to workers in St. Helena being paid for the project and the property improvements.

Operations would bring overnight visitors to St. Helena, which would mean more revenue for local businesses daily. The Fiscal Impact Analysis estimates approximately 101 workers on the property by Year 5 of operations. Some of these workers would be housed in St. Helena. The visitor spending on and off property would create more income for those workers and more taxable transactions, including TOT revenues. Property and sales taxes are also increased based on the daily operations and broader economic activity throughout the City economy. The resort is estimated to generate revenue for the City of St. Helena 10 times the estimated cost.

4.3.4 - Business District and Revitalization Impacts

Information regarding the Agritourism Initiative's impact on existing nearby business districts is provided in the Economic Impact and Fiscal Analysis prepared by Economic Forensics and Analytics, Inc., and is included as Appendix B. Northern Napa County employers are primarily in the wine industry (wineries and vineyards), restaurants, healthcare (St. Helena Hospital is a large employer northeast of the City of St. Helena), and an array of professional services businesses (legal, accounting, architecture, etc.). In contrast to southern Napa Valley, "Up Valley" Napa County is more rural, with smaller towns (Calistoga, St. Helena, and Yountville). Gains from implementation of the Agritourism Initiative would partially remain in St. Helena, versus other parts of Napa County and beyond, based on where spending is done and where vendor relationships exist. To the extent that workers are local, more spending would be retained at local merchants (grocery, medical and dental services, etc.).

There are no formally designated revitalization districts within proximity to the proposed project.

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SECTION 5: LAND USE POLICY

The amendments to the City’s General Plan and Municipal Code, as proposed in the Agritourism Initiative, eliminate any possible internal inconsistency within or between any elements of the City’s existing codes or policies and any provisions contained in the WPA Overlay Zone.

5.1 - Modifications to City Planning Documents

As previously discussed, the Agritourism Initiative contains numerous text changes necessary to amend the General Plan and Zoning Ordinance by adding language necessary to create an WPA Overlay Zone. These text changes include:

- Amendments to the Land Use and Growth Management Element to add the WPA Overlay and to allow Large Parcel Agritourism Facilities within the WPA Overlay.
- Amendments to the Public Facilities and Services Element to clarify that Large Parcel Agritourism Facilities are not considered urban development and therefore do not require the extension of urban utility services. For example, the Public Facilities and Services Element, Section 4.5, Policies and Implementing Actions, and Topic Area Sewer at pages 4-28 and 4-29 would be amended to add the following text: PF2.2 “Large Parcel Agritourism Facilities, as permitted by an agritourism overlay district, are not considered urban development, as further described in Policy LU 1.2 and Implementing Action PF2.C. Such development does not contemplate or require the extension of urban sewer services.”
- Amendments to the City Zoning Map to include the new WPA Overlay General Plan designation and WPA Zoning overlay.
- Amendments and additions to the City Municipal Code to add the WPA Overlay; its purpose; permitted uses; conditional uses; design review requirements; accessory uses, buildings and structures; development standards; and specific standards and requirements for wastewater, water, retail and other uses; workforce housing; and the EDFs.

5.1.1 - Consistency Between City General Plan, Zoning Ordinance, and Municipal Code

The Agritourism Initiative would amend the City’s General Plan, Zoning Map, and Municipal Code to facilitate the development of a 56-room maximum resort hotel and agritourism facility along the existing Napa Valley Wine Train rail line. It is the intent of the Agritourism Initiative that it be read and construed in full harmony with the rest of the General Plan of the City of St. Helena. As provided for in the Agritourism Initiative, Section 6: Internal Consistency, and as amended to Chapter 17.21 of the Municipal Code, to the extent that any other provisions of the St. Helena Municipal Code or any other ordinances of the City may be inconsistent with the Agritourism Initiative, the provisions of the Agritourism Initiative would govern (Appendix A). Upon the effective date of the Agritourism Initiative, the General Plan provisions of Section 3 of the Agritourism Initiative regarding amendments to the City’s General Plan would be inserted into the General Plan. The General Plan, as

amended by the Agritourism Initiative, comprises an integrated, internally consistent, and compatible statement of policies for the City.

Amendments to the General Plan would be included in the Land Use and Growth Management Element and the Public Facilities and Services Element. The text amendments would add the WPA Overlay and allow Large Parcel Agritourism Facilities within the WPA Overlay, as well as clarify that Large Parcel Agritourism Facilities are not considered urban development and therefore do not require the extension of urban utility services. Large parcels as defined in the proposed text amendments include parcels that are in excess of 110 acres with existing active agriculture and a winery located within the City but outside of the ULL that are served by an existing railroad. These parcels may utilize up to 11 acres for agritourism with overnight accommodations (See Appendix A, Section 3).

The Agritourism Initiative would amend the City of St. Helena Municipal Code with the addition of a new Section, 17.21.060, titled “Winery and Planned Agritourism Overlay (WPA).” New Section 17.21.060 would include a list of permitted uses and conditional uses in the WPA Overlay. Furthermore, the addition would include provisions related to Design Review, accessory uses, buildings, and structures. Development standards would also be included in new Section 17.21.060, which would provide standards for lot area, building coverage, building height, setback requirements, minimum open space areas, sign placement and design, off-street parking, landscaping and screening, wastewater, water, and the EDFs for the proposed development within the WPA Overlay.

The Agritourism Initiative would amend the City of St. Helena Zoning Map to include a new WPA designation in the list of City of St. Helena Zoning Districts and to adopt the WPA zoning overlay on the WPA property subject to the Agritourism Initiative.

5.1.2 - Land Use Compatibility

Given the aforementioned revisions to applicable City planning documents, the Agritourism Initiative is compatible with the City’s General Plan.

The project site as described in the Agritourism Initiative is within an area that is surrounded by agritourism uses, including vineyards, wineries, restaurants, hotels, and historic landmarks. The proposed agritourism facility, which includes a resort and restaurant, would be complementary to the existing agritourism land uses located to the north, south, east, and west of the project site. The City’s 2040 General Plan expressly contemplates the possibility of developing hotel and other tourist-oriented uses in close proximity to the existing rail line running roughly parallel to SR-29, which would further the City’s goal of reducing the tourism industry’s reliance on the automobile. The Agritourism Initiative would facilitate projects that would be consistent with the General Plan’s tourist-oriented uses on the existing rail line.

5.1.3 - Agricultural Lands

The project site is currently in the W Zoning District, which is intended to provide for winery and winery-related uses within the Agriculture General Plan land use designation. This zone implements

the AG General Plan land use designation, which includes agricultural and winery uses with restricted single-family residential and PQP uses. This AG designation applies to large areas of the valley floor that surround the City's urban core. With the exception of hillside areas designated WW, all lands outside the ULL are designated AG regardless of their size or actual use. Minimum parcel sizes for new parcels in AG areas range from 20 to 40 acres; however, wineries located on lands designated AG may utilize a small portion of on-site land for the provision of affordable employee housing, thus alleviating some of the low and moderate housing needs in the City while simultaneously reducing commuter traffic.

The Agritourism Initiative would amend the City's General Plan so that large parcels in excess of 110-acres with existing active agriculture and a winery located within the city limits but outside of the ULL that are served by an existing railroad line may be designated with a WPA Overlay district, allowing the parcel to utilize up to 11 acres for agritourism facilities with overnight accommodations ("Large Parcel Agritourism Facility").

The purpose of the WPA Overlay, when combined with an underlying W Zoning District, is to encourage high quality, innovative, and creative agriculture-based tourism development on lands within the City but outside of the ULL. The WPA Overlay provides for the attraction of visitors with overnight accommodations on parcels within the AG General Plan land use designation and W Zoning designation in conjunction with agricultural, winery and winery-related uses. The WPA Overlay is intended to provide for the approval of development plans which serve public objectives more fully than development permitted under conventional zoning regulations. The WPA Overlay is consistent with the policies of the General Plan, as amended by the Agritourism Initiative.

5.1.4 - Open Space

The Agritourism Initiative would amend the City of St. Helena Municipal Code with the addition of a new Section, 17.21.060, titled "Winery and Planned Agritourism Overlay (WPA)." Section 17.21.060.F of the Agritourism Initiative text provides for minimum setbacks and maximum coverage standards to retain open space. EDF 12 requires minimum site landscape standards. EDF 66 requires a bicycle- and pedestrian-friendly environment on-site. EDF 75 requires the project to build a minimum 8-foot-wide paved pedestrian and bike trail open to the public, located along the rail line on the winery property to Fulton Lane, subject to approval by applicable agencies.

5.2 - Housing

5.2.1 - Summary of State Housing Laws

California's State Housing Laws are enacted to encourage uniformity in building standards and to protect the health, safety, and general welfare of the public and occupants. The pertinent Housing Laws that are applicable to the proposed project can be found in Government Code Section 65000, *et seq.*, which govern and/or require the preparation of Housing Elements. The Housing Element is one of the seven mandated elements of the City's General Plan. Through Housing Element Law, California ensures the adoption of land use plans and regulatory systems that provide opportunities for housing of all economic segments of the community and do not unduly constrain housing development. Compliance with Housing Element Law affords a jurisdiction eligibility for certain State

and federal funds for affordable housing and reduces vulnerabilities associated with lawsuits regarding housing-related decisions.

A driving factor in California's Housing Law is an area's regional housing needs. Based on California Department of Finance population projections and population forecasts, Statewide housing needs are determined on the State level and are allocated to the appropriate Councils of Governments (COG) for each region. The COG develops a Regional Housing Needs Plan (RHNP) and allocates a share of the housing needs to the cities and counties within the region.

The objectives of the RHNP are to:

1. Increase the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner;
2. Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and
3. Promote an improved intraregional relationship between jobs and housing.

The Housing Element component of the General Plan allows local governments to balance the need for growth, including the need for additional housing, against other competing local interests such as the need for jobs. The law encourages open markets and provides flexibility for the private sector to address housing demands, while leaving land use decisions to the jurisdiction's legislative bodies.

5.2.2 - Housing Element and RHNA Goals

The City's 2023–2031 Housing Element was certified on September 25, 2023. State Housing Element Law requires that a local jurisdiction accommodate a share of the region's projected housing needs for the planning period, called the Regional Housing Needs Allocation (RHNA). Compliance with this requirement is measured by the City's ability to provide adequate land with adequate density and appropriate development standards to accommodate the RHNA. The Association of Bay Area Governments (ABAG), as the regional planning agency, is responsible for allocating the RHNA to individual jurisdictions within the region. As discussed in the Housing Element, the City has been allocated an RHNA of 256 units, divided into four income categories as follows:

- Very Low Income: 104 units (41 percent)
- Low Income: 59 units (23 percent)
- Moderate Income: 26 units (10 percent)
- Above Moderate Income: 67 units (26 percent)

Development with housing units built between February 2023 and February 2031 can count toward the RHNA based on affordability (income category) and unit count. Affordability is based on the actual or projected sale prices, rent levels, or other mechanisms establishing affordability of the units within the housing development.⁴

⁴ City of St. Helena. 2023. City of St. Helena 2023-2031 Housing Element Update.

5.2.3 - Regional Housing Needs

The population of the Bay Area continues to increase because of natural growth and the strong economy drawing new residents to the region. The number of new homes built in the Bay Area has not kept pace with the demand, resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness. The number of homes in St. Helena increased 4.4 percent from 2010 to 2020, which is above the growth rate for Napa County and below the growth rate of the region's housing stock during this time period.⁵

As identified in the Housing Element, the City's RHNA identified a need for 256 housing units. As shown in Table 4 below, accounting for entitled, approved, or pending projects during the preparation of the Housing Element, the City has a remaining RHNA of approximately 184 units, including 159 lower-income units and 25 moderate income units.⁶

Table 4: City of St. Helena Regional Housing Needs Assessment (2014-2021)

Income/Affordability Category	RHNA Allocation	Pending or Approved	Estimated ADUs	Remaining RHNA
Lower	163	4	0	159
Moderate	26	1	0	25
Above Moderate	67	88	72	0
Total	256	93	72	184
Source: City of St. Helena. 2023. City of St. Helena 2023-2031 Housing Element Update.				

The proposed project is estimated to employ approximately 101 workers at full buildout. In accordance with EDF 49, development under the Agritourism Initiative would require the Applicant to develop a minimum of 50 units of rental workforce housing. The project site is not currently identified in the Housing Element as a site to accommodate the City's RHNA needs; however, the development of workforce housing would alleviate some of the low- and moderate-income housing needs in the City, while simultaneously reducing commuter traffic. Furthermore, the proposed project is not growth-inducing because the Agritourism Initiative requires the small-scale development to occur specifically on a large parcel.

The following EDF would be required to be implemented:

49. Prior to the issuance of a building permit, Applicant shall apply to the City for a permit to develop a minimum of fifty (50) units of rental workforce housing made available to rent at an affordable rent, adjusted for household size, to moderate income households on a separate legal parcel within the City Limits (Workforce Housing Obligation). If the City approves any of the Applicant's proposed Workforce Housing Obligation, the City shall not apply any otherwise applicable affordable housing impact fee to the Project in accordance

⁵ City of St. Helena. 2023. City of St. Helena 2023-2031 Housing Element Update.

⁶ Ibid.

with applicable City regulations as contained in Chapter 17.30 of the St. Helena Municipal Code, as may be amended from time to time. If the City approves the workforce rental housing prior to the certificate of occupancy on the Project, the Applicant shall cause construction of its Workforce Housing Obligation within 24 months of the City's approval of the Workforce Housing Obligation. If the City fails to approve the Workforce Housing Obligation prior to the certificate of occupancy on the Project, Applicant shall make a payment for the purpose of furthering the City's affordable housing goals pursuant to the requirements of St. Helena Municipal Code Section 17.30.020, as may be amended from time to time, for the Project to be paid to the City prior to issuance of the certificate of occupancy for the Project as the Project's sole obligation to provide affordable or workforce housing.

5.3 - Vacant Land Impacts

The new resort hotel would be located on approximately 11 acres, which is currently vacant. The development as proposed would have no direct effect on vacant properties throughout the remainder of newly adopted WPA Overlay. Accordingly, it would have no direct effect on vacant properties throughout the remainder of the City. The proposed project may have an indirect effect on vacant land as part of its "Affordable Housing Obligation" as explained in EDF 49. In accordance with Section 17.21.060.G.5 of the Agritourism Initiative, a minimum of 50 rental workforce housing units within the city limits, to be restricted to affordable work force rent at the "moderate income household" level, would be required. The new housing would not be located in the WPA Overlay and is not approved for development as part of the Agritourism Initiative. The new off-site housing could be developed on vacant land; however, it would be entirely speculative to identify such sites at this stage in the planning process.

5.4 - Limitations on City Actions

Government Code Section 65008 prohibits and/or declares as null and void various forms of potential discrimination against housing by cities—including prohibiting by ordinance, construction of affordable housing, discrimination based upon the method of financing of any residential development, or the intended occupancy of any residential development by persons or families of low, moderate, or middle income or of a certain age group. Because of the nature of the Agritourism Initiative, Government Code Section 65008 is inapplicable.

SECTION 6: ENVIRONMENTAL BENEFITS AND IMPACTS

6.1 - Environmental Background

6.1.1 - Voter Initiative Process in Relation to CEQA

Most land use development projects of significant size or complexity are subject to environmental review pursuant to CEQA. However, CEQA is only applied to the review of “Projects” as defined by the State law. CEQA Guidelines Section 15378 (b)(3), states that a Project does not include “the submittal of proposals to a vote of the people of the State or of a particular community that does not involve a public agency sponsored initiative.”

The Agritourism Initiative does not involve public agency sponsorship and therefore it is “not a project” and thus is exempt from CEQA review. This interpretation of the CEQA Guidelines has been extensively challenged and defended in California courts. Approval of an environmental analysis pursuant to CEQA compliance is not required before a city council adopts a qualified initiative or submits an initiative to the voters under the provisions of Elections Code 9214. The court, in *Tuolumne Jobs & Small Business Alliance vs. The Superior Court of Tuolumne County* (2014) 59 C4th 1029, found that a lengthy CEQA analysis would be “contrary to the statutory language and legislative history pertaining to voter initiatives, and . . . [does] not compel a different result” because of policy considerations. The alternative review under a Section 9212 report (as required by Elections Code § 9214(c)) is therefore the “exclusive” means to assess potential environmental impacts of such voter initiatives.⁷

Therefore, the Agritourism Initiative is not a project subject to CEQA review. Instead, the contents of a 9212 report, should the City Council order one, would serve as the environmental analysis needed to inform the City Council and voters of the potential environmental benefits and impacts that may potentially result from implementation of the Agritourism Initiative.

6.2 - Environmental Review

The Agritourism Initiative would amend the City’s Zoning Code to require that a project thereunder “must include and incorporate EDFs to ensure that development in the overlay area avoids or minimizes environmental effects with appropriate sensitivity to the land, its resources, and adjacent property.” The Zoning Code and EDFs would require development under the Agritourism Initiative to demonstrate to the City how the “development has been designed to implement features consistent with this Section, including the required EDFs, to address potential impacts, including from traffic, wastewater treatment, water usage, and employee housing.”

The site-specific analysis for each issue identifies potential environmental impacts or constraints that could result from the implementation of the Agritourism Initiative and discusses the adequacy of the proposed EDFs to mitigate or avoid environmental impacts compared to mitigation and conditions of approval the City would typically require for such impacts under the standard approval process. If

⁷ *Tuolumne Jobs & Small Business Alliance vs. The Superior Court of Tuolumne County*, S207173, Ct. App. 5 F063849

approved, the Agritourism Initiative requires that the proposed project comply with the following general EDFs:

1. A website shall be maintained to provide information on upcoming events at the project.
2. The Project shall be in conformance with all applicable City ordinances, rules, regulations and policies in effect at the time of issuance of a building permit.
3. All required fees, including planning fees, development impact fees, building fees, and St. Helena Unified School District fees for the Project shall be paid prior to issuance of a building permit except as expressly provided herein. Fees shall be those in effect at the time of the issuance of the building permit.
4. Compliance with all EDFs shall occur in accordance with specific regulations but in all cases no later than prior to Project occupancy or initiation of use unless another time is set by law or by Section 17.21.060. Occupancy or final inspection of a project may be withheld if all conditions, including payment of fees for services rendered by the City, are not met.
5. The Project shall be subject to the generally applicable requirements of, and all improvements shall be designed and constructed in accordance with, the most current version of legal requirements at the time of building or grading permit, such as the Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all applicable current federal, state and county codes governing such improvements.
6. The Applicant shall comply with the generally applicable building codes in effect at the time the Applicant applies for a building permit, and shall include all documentation listed on the City's building permit application checklist, as may be amended from time to time.
7. The plans for Project construction shall include a checklist for compliance with the mandatory, generally applicable measures of the California Green Buildings Standards Code, as may be amended from time to time, with a reference on the checklist indicating where the mandatory measures can be found on the plans.
8. Building permit application materials and plans shall include any documentation pertaining to special loads applicable to the design and the specified section of the code that addresses the condition; special inspections for any systems or components requiring special inspection; requirements for seismic resistance; and a complete list of deferred submittals at time of application, provided that deferral of fire sprinkler design is not allowed.

The environmental analysis looks at the effects of implementing the Agritourism Initiative on the following resources:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Energy

- Geology and Hydrogeology
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Public Services
- Transportation
- Utilities

6.2.1 - Aesthetics

The Agritourism Initiative would facilitate the development of the proposed project, which would consist of a 56-room maximum resort and associated amenities. On-site facilities would include up to 54 guest rooms spread across 12 single-story villas/bungalows and six 2-story villas/bungalows, plus two guest rooms in refurbished, historic train cars facing the Napa Valley Wine Train tracks that bisect the larger winery property. A variety of public and visitor-serving amenities are also proposed as part of the resort project, from an organic culinary garden and olive tree grove to meeting and event spaces, swimming pools, and an on-site spa and restaurant.

Development under the Agritourism Initiative would result in a substantial change to the visual character of the site as it currently exists. As shown in Exhibit 6a through Exhibit 6d, views of the nearby hillsides from the south and west of the project site (Exhibit 6a and Exhibit 6b) would not be obstructed. However, hillside views from the northeast and from the east would be partially obstructed by the proposed estate house and villas (Exhibit 6c and Exhibit 6d). Additionally, as shown in the exhibits, the project site is currently vacant with fallow agricultural land, and the addition of a resort and amenities would substantially change the visual character of the site due to the addition of new structures and landscaping.

The City's 2040 General Plan contemplates the possibility of developing hotel and other tourist-oriented uses in close proximity to the existing rail line running roughly parallel to SR-29. The Municipal Code would be amended to include a new WPA Overlay, which would contain development standards pertaining to aesthetic resources. The WPA would require the design of the building and site to be visually cohesive and compatible with the character of the site. The development standards would include standards for lot area, a building height limit of 45 feet,⁸ and a maximum building coverage of 50 percent and a maximum of 105,000 square feet. Furthermore, there would be a minimum front setback of 100 feet and minimum side setbacks of 10 feet. These development standards would minimize the aesthetic impacts of the Agritourism Initiative.

Additionally, EDF 12 would require a minimum of 20 percent landscaping and EDF 13 would minimize the impact of exterior lighting.

⁸ Height shall be measured from finished grade to midpoint of roofline. Maximum height limits specified in this Chapter shall not apply to rooftop features for the housing of elevators, other roof equipment used to operate and maintain a building, screens for such equipment, other features, such as spires, belfries, domes, chimneys and cupolas, flagpoles, water tanks and towers, aids to navigation, communications antenna and satellite dishes, and other structures or features which, in the opinion of the Community Development Director, are similar to the above types of features (St. Helena Municipal Code Section, 17.21.060 "Winery and Planned Agritourism Overlay (WPA)."

There are no State scenic highways near the project site. However, SR-29, which is adjacent to the project site, is eligible for inclusion in the State scenic highway system.⁹ The proposed project would include a landscape buffer adjacent to SR-29 and would not have the potential to damage any trees, rock outcroppings, or historic buildings along this route.

If approved, the Agritourism Initiative requires that the proposed project comply with the following EDFs related to aesthetics:

9. After completion of site grading, the slopes along Deer Park Road and the St. Helena Highway (CA-128 W/CA-29 N) shall be vegetated with a plant palette that is selected and planted appropriately based upon adaptability to the Project's climatic, geologic, environmental, and topographic conditions. All landscaping shall be maintained by the Applicant in good condition.
10. Planted areas shall be irrigated with recycled water to the extent available and feasible.
11. Accessory Project facilities such as trash bins, storage areas, etc., shall be screened from view from adjacent off-site residences to the extent feasible.
12. A minimum of 20 percent of the property must remain maintained landscaping and shall be kept in a weed-free condition.
13. Exterior lighting shall be directed or shielded to prevent glare onto the public roadway or adjacent properties.
14. The Applicant shall provide details of all proposed fencing, walls, and gates on all plans submitted, which shall comply with any applicable building standards.

The incorporation of the building design standards and EDFs outlined above would mitigate any potential aesthetic impacts. Furthermore, the development under the Agritourism Initiative would be consistent with the City's 2040 General Plan.

6.2.2 - Air Quality

Cumulatively Considerable Net Increase of Any Criteria Pollutant

California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate the construction emissions associated with development under the Agritourism Initiative. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the Bay Area Air Quality Management District (BAAQMD) for estimating project emissions. Estimated construction emissions are compared with the applicable thresholds of significance established by the BAAQMD to assess ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} construction emissions.

⁹ California Department of Transportation (Caltrans). 2019. Scenic Highway System Lists. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx. Accessed May 13, 2024.

Construction

For the purpose of this analysis and to determine potential impacts associated with the Agritourism Initiative, construction of the proposed project is assumed to begin in January 2026 and conclude in July 2027. Note that construction emissions would likely decrease if the construction schedule were deferred to later years because of improvements in technology and more stringent regulatory requirements. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet. Other key project assumptions and modeling data are included as part of Appendix C.

The calculations of pollutant emissions from the construction equipment account for the type of equipment, horsepower and load factors of the equipment, and the duration of equipment use. As indicated in Table 5, the construction emissions from all construction activities are below the recommended thresholds of significance for ROG, NO_x, PM₁₀, and PM_{2.5}.

Table 5: Construction Emissions by Phase and Construction Year

Construction Activity	Regional Pollutant Emissions (tons)			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
3.1 Demolition (2026)	0.02	0.21	0.01	0.01
3.3 Site Preparation (2026)	0.02	0.15	0.01	0.01
3.5 Grading (2026)	0.05	0.51	0.02	0.02
3.7 Building Construction (2026)	0.12	1.04	0.04	0.03
3.9 Building Construction (2027)	0.06	0.53	0.02	0.02
3.11 Paving (2027)	0.01	0.10	0.00	0.00
3.13 Architectural Coating (2027)	0.57	0.01	0.00	0.00
Total emissions (tons)	0.85	2.54	0.09	0.08
Total emissions (lbs)	1,709.30	5,082.41	183.02	168.72
Average Daily Emissions (lbs/day)¹	4.27	12.71	0.46	0.42
BAAQMD Significance Threshold (lbs/day)¹	54	54	82	54
Exceed Threshold?	No	No	No	No
Notes: CO = carbon monoxide lbs = pounds NO _x = nitrogen oxides PM ₁₀ = particulate matter less than 10 microns in diameter PM _{2.5} = particulate matter less than 2.5 microns in diameter SO _x = sulfur oxides VOC = volatile organic compound ¹ Average daily emissions equal total emissions divided by working days, which is 400 days for the proposed project Source of Table: Appendix C				

Furthermore, development under the Agritourism Initiative would implement EDF 15, which includes, but is not limited to, restricting construction vehicle idling, requiring various fugitive dust control measures, and conforming to applicable required State and federal emission standards for construction equipment, and would further reduce construction emission impacts.

Operation

Operational emissions would include area, energy, and mobile sources. Area sources would include emissions from architectural coatings, consumer products, and landscape equipment. Energy sources include emissions from the combustion of natural gas for water heaters and other heat sources.¹⁰ Mobile sources include exhaust and road dust emissions from the automobiles that would travel to and from the project site. Pollutants of concern include ROG, NO_x, PM₁₀, and PM_{2.5}.

As shown in Table 6, operation of the proposed project would be well under BAAQMD's daily threshold for operation emissions.

Table 6: Operational Emissions

Emissions Source	Tons Per Year			
	ROG	NO _x	PM ₁₀ (Total)	PM _{2.5} (Total)
Mobile	0.49	0.75	1.26	0.33
Area	0.54	0.00	0.00	0.00
Energy	0.01	0.18	0.01	0.01
Stationary	0.11	0.47	0.02	0.02
tons/year	1.14	1.41	1.29	0.36
lbs/year	2,282	2,810	2,572	716
Average Daily (lbs/day)	6.25	7.70	7.05	1.96
BAAQMD – Daily Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No

Source: CalEEMod Output (Appendix C).

Operational Carbon Monoxide Hotspot

The carbon monoxide (CO) emissions from traffic generated by the proposed project could be a concern at the local level. Congested intersections can result in high, localized concentrations of CO.

The BAAQMD recommends a screening analysis to determine whether a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling

¹⁰ Although the proposed project is assumed to be all-electric based on applicant-provided information, the emission modeling conservatively retains emissions from potential natural gas use.

is necessary. The proposed project would result in a less than significant impact to air quality for local CO if all the following screening criteria are met:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; and
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As shown in the project-specific Transportation Impact Study, the nearest interaction that would receive the most existing and project traffic is the intersection of Deer Park Road and Silverado Trail. The intersection would receive 1,829 trips during weekday PM peak-hours, which is significantly below the screening criteria of 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited. Further, as discussed in Section 5.1.5, above, the proposed project would not conflict with applicable transportation programs. Therefore, the Agritourism Initiative would not contribute to a CO hotspot.

Health Risks

The BAAQMD defines a sensitive receptor as the following: “Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas.” As specified by the BAAQMD, health risk and hazard impacts should be analyzed for sensitive receptors within a 1,000-foot radius of the project site.¹¹ The nearest sensitive receptor is a single-family residence located approximately 750 feet southwest of the project boundary.

Construction

Construction-related activities would result in short-term emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing), building construction, and other miscellaneous activities. DPM has been identified by the California Air Resources Board (ARB) as a carcinogenic substance. Generation of DPM from construction typically occurs in a single area for a short period. Construction of development facilitated by the Agritourism Initiative would occur over a limited, 19-month time period. The receptors within the residence located within 1,000 feet of the project site could be exposed to significant health risks caused by project construction DPM emission. However, the Agritourism Initiative would require the proposed project to implement EDF 15, which includes use of construction equipment that meets applicable emission reduction standards. As such, all

¹¹ Bay Area Air Quality Management District (BAAQMD). 2022. CEQA Air Quality Guidelines. April. Website: https://www.baaqmd.gov/~/_media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-3-thresholds_final_v2-pdf.pdf?la=en. Accessed April 16, 2024.

applicable construction equipment would be equipped with Tier 2 or higher engines and the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by the ARB. These controls significantly reduce diesel exhaust particulate matter. According to the ARB, the most effective VDECS (level 3) reduces exhaust particulate matter by 85 percent or greater. Therefore, development under the Agritourism Initiative would not expose sensitive receptors to substantial pollutant concentrations.

Operation

On-site toxic air contaminants (TACs) during operation of the proposed project would principally consist of vehicle emissions from employees and visitors traveling to and from the site. As described in Section 5.1.5, the proposed project is expected to generate an average of 576 trips per weekday, including 55 trips during the AM peak-hour and 78 trips during the PM peak-hour. The daily travel trips would primarily be generated by passenger vehicles. Because nearly all passenger vehicles are gasoline-combusted, the proposed project would not generate a significant amount of DPM emissions during operation.

TAC and PM_{2.5} from site operations would also include small amounts of DPM exhaust from diesel emergency generators. Since these generators are standby backup generators, their operation would be limited to testing and emergency hours and as such are not expected to be a significant source of TAC emissions to the surroundings. Risk-based permitting requirements (Rule 5-2 New Source Review for Toxics) would ensure the generator risks would be below applicable thresholds to sensitive receptors.

If approved, the following EDFs related to air quality would be required to be implemented:

15. Prior to the issuance of a grading permit for a Project, the Applicant shall submit a grading plan for review and approval by the City Planning Division. The following specifications shall be included in a Construction Management Plan with the permit application(s) to reduce short-term air quality impacts attributable to the on-site and off-site construction activities:
 - a. During all construction activities, all architectural coatings applied shall contain a low content of volatile organic compounds;
 - b. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept on-site and made available upon request by the City.
 - c. All material excavated, stockpiled, or graded (including unpaved areas and roads) shall be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of an ambient air standard;
 - d. All on-site vehicles shall be limited to a speed of 25 miles per hour on unpaved roads;
 - e. All land clearing, grading, earth-moving, or excavation activities on the project site shall be suspended when sustained winds are expected to exceed 25 miles per hour;
 - f. All trucks hauling dirt, sand, soil, or loose material shall be covered or shall maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the generally applicable requirements of the California Vehicle Code;

- g. Fossil fuel based off-road construction equipment and all construction vehicles shall be prohibited from idling for periods longer than 5 minutes when not in use;
 - h. During Project construction, all construction equipment shall conform to applicable required state and federal emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than applicable required state and federal emission standards;
 - i. During Project construction, electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible;
 - j. The Applicant shall prepare and implement a Construction Management Plan (CMP) for Project construction. Project construction contracts shall require compliance with the CMP. The CMP shall include, without limitation contractor contact information and responsibilities, typical construction hours, material storage and construction trailer locations, construction waste recycling program, construction equipment emissions requirements, dust control requirements, haul routes, any off-site construction parking plans, and construction traffic management plan (e.g., flag persons, signs);
 - k. During Project construction, contractors shall implement fugitive dust control measures consistent with applicable Bay Area Air Quality Management District Regulations, as may be amended from time to time;
 - l. Project Construction contractors shall be required to implement a recycling program for waste generated by demolition and construction activities to the extent feasible;
 - m. Project construction deliveries shall be scheduled, to the extent feasible, during off-peak traffic periods to encourage the reduction of trips during the most congested periods.
16. The Project shall incorporate various sustainable design elements and guidelines to promote energy efficiency and other conservation measures. The Project's sustainable design elements shall include, but are not limited to:
- a. Landscaping consistent with the generally applicable provisions of St. Helena Municipal Code Chapter 17.25 xeriscape principles and site-specific plant materials. All landscaping shall be maintained by the Applicant in good condition;
 - b. Irrigation with recycled water to the extent available and feasible;
 - c. Recycling programs for construction-generated waste;
 - d. Use of energy efficient lighting for streetlights, path lights, and other similar uses.
17. The Applicant shall provide a tree protection plan prior to the issuance of a grading permit that shall include on the site plan the location of trees within the Project area and include a tree protection plan which shall be coordinated with any civil grading/drainage/improvement plans.

6.2.3 - Biological Resources

The project site contains ruderal vegetation within the northwestern and southeastern areas, disturbed/developed land currently supporting a gravel substrate within the northeastern and southwestern areas, and an active vineyard at the southern project boundary. The project site is

bounded by active vineyards to the south, the Charles Krug Winery to the east, and adjacent existing drainage ditches to the north and west.

A potential wetland was observed within ruderal vegetation toward the northern end of the site, where the disturbed/developed land intersects with ruderal landcover. Standing water and a mix of facultative species were observed within the potential wetland feature. Species observed included perennial rye grass (*Lolium perenne*) and curly dock (*Rumex crispus*). Other herbaceous species within the potential wetland were not able to be identified due to the timing of the field survey in February (e.g., no flower/fruit development). Additionally, the adjacent drainage ditches appear to have a direct hydrological connection to the Napa River, which is 0.33 mile from the project site and is likely classified as a water of the United States and State. Project-related construction would directly impact the potential wetland and indirectly impact the adjacent drainage ditches. As such, a formal jurisdictional delineation should be conducted to quantify any potential jurisdiction features (e.g., the potential wetland) within the project site and permits from the applicable resource agencies including United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB) may need to be procured prior to project construction. Additionally, development under the Agritourism Initiative has the potential for indirect (temporary) adverse impacts to the aquatic habitat of the adjacent drainage ditches. Potential temporary indirect impacts (during construction) include pollutant loading, increased erosion and sedimentation, and debris dispersal into the adjacent drainage ditches. With implementation of the listed EDFs, impacts to the potential wetland and adjacent drainage ditches would be reduced to a less than significant level.

York Creek and Napa River provide habitat, including habitat for spawning and rearing, in the Napa River watershed for anadromous fish species (such as salmon and the Central California Coast ESU steelhead). Neither York Creek nor the Napa River are located within the project site boundaries, but are located on the winery property. While no construction is planned within any aquatic habitats, any direct impacts from project construction that could occur on these aquatic habitats would be addressed through EDF 31, which requires issuance of required permits from applicable regulatory agencies for project work within federal/State jurisdictional waters or wetlands. Water withdrawal from existing wells would occur on the winery property to serve the project site. Such water withdrawal from the underlying water table via wells would occur outside of stream habitat and from existing wells located more than 500 feet from York Creek and Napa River, and occur in upland areas. Under these conditions, water withdrawal from existing wells would not directly impact anadromous species (such as salmon or steelhead) in York Creek or the Napa River, or their habitats. Additionally, impacts on anadromous species would be further diminished through implementation of EDFs 80, 81, 87, and 89, which regulate water usage, require the treatment of wastewater and use of recycled water. These EDFs prevent project-related water withdrawal from having material adverse impacts, while incorporating best practices for water conservation. Therefore, through implementation of the EDFs listed above, impacts to anadromous species or their habitat would be less than significant.

The project site's ruderal and disturbed/developed land coverage types do not offer suitable habitat for most species. However, several coast live oak trees (*Quercus agrifolia*) are located within potential disturbance distance from the western and northern portions of the project site. These oak trees and adjacent agricultural fields provide potential nesting, roosting, and foraging habitat for

several species of birds and bats, including special-status species such as white-tailed kite (*Elanus leucurus*) and Townsend's big-eared bat (*Corynorhinus townsendii*). If nesting birds or roosting bats are present within disturbance distance of the site, project-related construction could result in impacts to these species. However, with implementation of the EDFs listed below, which include the limited removal of vegetation during nesting season (generally February 1 through August 31) and roosting season (generally April 1 through August 15), pre-construction surveys, and buffer zones if nesting/roosting individuals are found to be present, impacts to nesting birds and roosting bats would be reduced to a less than significant level.

If approved, the following EDFs related to biological resources would be required to be implemented:

Wetlands and Waters

31. Prior to issuance of a grading permit for Project work in or discharges to any federal and/or state jurisdictional waters, including wetlands, Applicant shall provide written evidence to the City of St. Helena that any applicable resource agency with jurisdiction has issued any required permits; such agencies may include U.S. Army Corps of Engineers (Corps), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), or any other applicable agency (e.g., California Department of Fish and Wildlife (CDFW)).

Nesting Birds

20. Birds, including but not limited to raptors such as white-tailed kite: If feasible, vegetation removal and/or construction shall be conducted between September 1 and January 31. If vegetation removal and/or construction activities is to occur during the nesting season (February 1 through August 31), a qualified biologist shall conduct a preconstruction survey no more than seven days before vegetation removal or construction activities begin. If an active nest is found, a non-disturbance buffer shall be established for a distance of 500 feet around the nest unless a smaller buffer zone is approved by CDFW. Construction may resume once the young birds have left the nest or as approved by the qualified biologist.

Roosting Bats

21. Bats, including pallid bats: If feasible, vegetation removal and/or construction shall be conducted between August 16 and March 31. If vegetation removal and/or construction activities is to occur during the roosting season (April 1 through August 15), a qualified biologist shall conduct a preconstruction survey no more than seven days before vegetation removal or construction activities begin. If an active roost is found, a non-disturbance buffer shall be established for a distance of 500 feet around the nest unless a smaller buffer zone is approved by CDFW. Construction may resume once the young have left the nest or as approved by the qualified biologist.

6.2.4 - Cultural Resources and Tribal Cultural Resources

An initial cultural resources assessment was conducted as part of this study. The assessment involved (1) a records search (IC 23-1114) at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) located in Rohnert Park, California, (2) a Sacred Lands File Request (SLF) was sent to the Native American Heritage Commission (NAHC), (3) a review of files held by the NRHP, the California Office of Historic Preservation (OHP), the California Register of Historic Resources (CRHR), the Directory of Properties in the Historic Property Data File (HPD dated 2012-2013), and the California Built Environment Resource Directory (BERD), and finally (4) a cultural resources pedestrian survey of the project site on February 22, 2024.

The results of this initial cultural resources assessment indicate that there is a potential for impacts to at least three different cultural resources and the SLF request from the NAHC was positive for potential Tribal Cultural Resources (TCRs) and that the NAHC recommends contacting the Mishewal-Wappo Tribe of Alexander Valley for more information. (See below re EDFs related to Cultural Resources that would be required to be implemented.)

Winery Buildings

Charles Krug Winery is listed on the NRHP (NR Number 74000542), is potentially eligible as a State Historical Landmark and Point of Historical Interest, and is listed in the BERD (OTIS ID 403547) along with the associated Carriage House (OTIS ID 570196) and Stable (OTIS ID 570196). Both are also listed on the CRHR and are individually eligible for the NRHP.

The Agritourism Initiative would not directly impact the buildings listed in the NRHP and CRHR. It is currently assumed that any potential impacts to these buildings would be related to the viewshed. However, pursuant to EDF 22, a viewshed and site analyses would be conducted to ensure the development under the Agritourism Initiative would be compatible with the historic character of the site and would preserve the historic relationship between the buildings and the landscape and that new construction would not damage or destroy any historic resources. A minimal portion of the existing vineyard is expected to be removed to accommodate the access drive. EDF 23 requires documentation prior to removal of vineyards. The vineyard has been surveyed and documented (Appendix E).

Napa Valley Wine Train

A portion of the Napa Valley Wine Train, also part of the Southern Pacific Railroad (SPRR), is within the project site. The Agritourism Initiative includes plans to rehabilitate this section of track in accordance with EDF 24. According to the BERD, the Napa Valley Wine Train has been previously determined to be ineligible for the NRHP, although it has not been evaluated for inclusion on the CRHR or for local designation. Finally, portions of the SPRR are included on the NRHP, the nearest being the St. Helena SPRR Depot (NR 96001535) located on Railroad Avenue in St. Helena, California. The NWIC also lists the Napa Valley Wine Train as a historic district.

The results of the initial cultural resources assessment indicate that there is a potential for the proposed project to impact at least three different cultural resources and the SLF request from the NAHC was positive for potential Tribal Cultural Resources (TCRs). One of these resources is an

archaeological resource; however, pursuant to California law, documents intended for public dissemination must not include information about the location of an archeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act. (California Code of Regulations [CCR] § 15120(d); *Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 220). Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects are also exempt from disclosure. (Public Resources Code [PRC] §§ 5097.9 and 5097.993.) This exclusion reflects California's strong policy in favor of protecting Native American artifacts and Tribal Cultural Resources. Therefore, information about this resource is considered confidential and is not included in this report. Such resource and analysis information would be addressed in the Archaeological Treatment, Testing, and Curation Plan as required under EDFs 26 through 28.

If approved, the following EDFs related to Cultural Resources would be required to be implemented:

22. Prior to the issuance of a building permit, Applicant shall have a qualified architectural historian conduct and prepare viewshed and site analysis to demonstrate the Project design compatibility of the new adjacent and/or related new construction to any properties listed and/or eligible for the National Register of Historic Places, California Register of Historical Resources, and/or potentially eligible as a State Historical Landmark and Point of Historical Interest. That analysis shall demonstrate that:
 - a. New adjacent or related new construction by the Project to any properties listed and/or eligible for the National Register of Historic Places, California Register of Historical Resources, or potentially eligible as a State Historical Landmark and Point of Historical Interest will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired;
 - b. The Project will avoid excavations or regrading of land adjacent to any historic building which could cause the historic foundation to settle, shift, or fail, or which could destroy significant archeological resources;
 - c. Design of the Project's adjacent new construction to historic buildings will be compatible with the historic character of the site and preserves the historic relationship between the building or buildings and the landscape;
 - d. New construction on or near the historic building site will avoid being visually incompatible in terms of size, scale, design, material, or color, which destroys historic relationships on the site, or which damages or destroys important landscape features, but will be differentiated from the historic building or buildings;
 - e. Adjacent new buildings on a historic property or on an adjacent site will avoid being much larger than a historic building in close proximity, and avoid new buildings or groups of buildings that are not compatible with the character of the historic building;
 - f. For development or redevelopment on a site that contains any structures over 45 years old, require a records search of the California Historical Resources Information System at the Northwest Information Center (NWIC) to determine the presence of historic resources. As warranted by the results of the records search, the Applicant shall also provide a historical significance assessment of structures over 45 years.

23. Any applicable California State Department of Parks and Recreation forms for historic resources shall be produced and submitted to the California Historic Resources Information System (CHRIS) to document current conditions of any historical resource prior to removal of any rows of the vineyard from the historic era.
24. The Project shall rehabilitate any sections of existing rail for the adjacent train track that has fallen into disrepair on the Project site and applicable California State Department of Parks and Recreation forms for historic resources shall be produced and submitted to the California Historic Resources Information System (CHRIS) to document the condition of the existing rail for the train resource before any Project construction begins.
25. Applicant shall send letters of information about the Project to local historical societies that may have an interest in the history of the Project property, as appropriate.
26. Prior to issuance of a grading permit, a qualified archeologist shall prepare an Archaeological Treatment, Testing, and Curation Plan to assess of the potential presence of archaeological, paleontological and Tribal cultural resources, including a site survey and a records search of the California Historical Resources Information System at the Northwest Information Center (NWIC). If warranted by the results of the assessment, the qualified archeologist shall then prepare a Cultural Resources Monitoring Plan (CRMP) in consultation with a Tribal Representative that will include protocols, as appropriate, for Workers Environmental Awareness training, on-site cultural resources monitoring, Tribal monitoring, and procedures for treatment of additional cultural resources identified during ground disturbing activities associated with the Project. The CRMP shall include, at minimum, a plan the following items to be implemented before ground-disturbing or construction activities can resume for any resources found to be historical resources:
 - a. A determination of the approximate volumetric quantity of archaeological deposit disturbed by all construction related earthmoving activities including grading, foundations, utility trenching and excavation for pools;
 - b. Provisions for recovery of a minimum of ten percent sample of the intact cultural deposit within the area of the archaeological site impacted by the proposed project. The actual quantity of the three percent sample of the cultural deposit shall be determined based upon the engineering data regarding volumetric quantity to native soils. Location of the mitigation excavation units shall be determined by an archeologist based upon final construction plans as well as consultation with the Project representatives;
 - c. Monitoring of grading and excavations by a qualified archeologist;
 - d. Provision for recovery for any significant cultural materials unearthed during construction excavation;
 - e. Preparation of a final archaeological report at the completion of construction, describing all significant findings and submittal to the City, including whether these resources may require assessment for listing on the National Register of Historic Places;
 - f. Preparation and submittal of an update to the existing site records and any applicable California State Department of Parks and Recreation forms for historic resources forms;

- g. Consultation with the local Tribes (the Mishewal-Wappo Tribe and other Tribes as appropriate based on consultation with the Native American Heritage Commission) regarding this Project.
27. If human remains are discovered, all work within 100 feet of the remains shall immediately cease, and the Napa County Coroner's office shall be notified. If the coroner determines that the remains are Native American, the coroner shall notify the Native American Heritage Commission (NAHC) to identify the most likely descendant. The project Applicant, under the direction of the City, and in consideration of recommendations from the most likely descendant, shall prepare a plan for treatment and reinternment of the remains. In the event that the most likely descendant cannot reach an agreement with the property owner for these activities even after mediation by the NAHC, the Applicant shall reinter the remains where they will not be subject to further disturbance, record the location with the NAHC and the Northeast Information Center, and work with the City to establish a zoning designation or easement at the location to protect the remains against future discovery or damage. Per the conditions in the CRMP, work shall halt within the vicinity of the find until the appropriate treatment measures have been completed.
28. Should any paleontological resources be encountered during ground-disturbing activities, all such activities shall halt within a 100-foot radius of the discovery, a qualified paleontologist shall be contacted to determine the nature of the find, evaluate its significance, and if necessary, implement preservation or removal methods.

6.2.5 - Energy

Construction

The construction of the proposed project would result in energy expenditures from diesel and gasoline utilized to fuel off-road construction equipment and construction vehicles traveling to and from the project site. Off-road construction equipment would consume an estimated 49,188 gallons of diesel. Vehicles used by workers, vendors, and haul trucks would consume an estimated 21,763 gallons of diesel and gasoline combined. Detailed energy calculations for construction are included in Appendix C.

Construction practices would comply with all local and State regulatory requirements related to equipment age, operation, and design. Adherence with BAAQMD Basic Construction Mitigation Measures would ensure that idling times of trucks are limited to five minutes. Construction equipment would be maintained and tuned according to manufacturer specifications which would promote fuel efficiency. Compliance with the ARB Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Diesel Regulation) addresses unnecessary idling for off-road construction equipment preventing the unnecessary or wasteful use of energy.

Operation

Development under the Agritourism Initiative would comply with Title 24, Part 6, Subchapter 5 of the California Building Standards Code (CBC), which requires the installation of rooftop solar panels.

In addition, all proposed indoor and outdoor lighting, including parking lot lighting, would be modern energy efficient lighting, as required under the CBC.

The proposed project would consume an estimated 999,773 kilowatt-hour per year (kWh/yr) of electricity and 3,599,946 million British thermal units per year (MMBTU/yr) of natural gas from the proposed hotel and associated uses.¹² Mobile source energy consumption for vehicle trips to the site are an estimated 71,302 gallons per year (gal/year) of fossil fuel combined and 31,044 kilowatt-hour (kWh) of electricity for electric vehicles.

The proposed project would be compliant with all State and local regulations for renewable energy and energy efficiency. The project design would result in a decrease reliance on fossil fuels and increasing reliance on renewable energy sources. Furthermore, the proposed project would implement the following PDF that would promote energy efficiency.

If approved, the following EDFs related to energy would be required to be implemented:

29. Prior to issuance of a final occupancy permit, the Applicant shall demonstrate the Project's compliance with the following measures to the City Planning Division:
 - a. Parking lot lights mounted and arranged efficiently to minimize energy compared to a greater number of fixtures at lower heights without increasing impacts on adjacent properties The use of light-emitting diode (LED) lamps to provide a higher level of perceived brightness with less energy than other lamps;
 - b. The implementation of reflective cool roof material (Solar Reflectance Index [SRI] of 16 or greater);
 - c. High efficiency heating, ventilation, and air conditioning (HVAC) units with high-efficiency ducted systems;
 - d. Photo sensor and time clock-controlled parking lot and exterior lights.
 - e. The use of high-efficiency light source and ballasts (LED) and bilevel switching for fluorescent fixtures are used;
 - f. Energy efficient Transformers;
 - g. The use of variable speed motors make-up air units, booster pumps and air side and/or water side economizers;
 - h. All electric utility service meters shall be a smart meter or equivalent advanced metering device, if allowed by the utility provider;
 - i. All toilets, urinals, sinks, showers and other water fixtures installed on-site shall be as required by California's Green Building Code, as may be amended from time to time.
30. The Applicant shall implement the following emissions reduction measures:
 - a. Utilize energy-efficient appliances, such as Energy Star-certified (or equivalent) water heaters, to reduce energy consumption and emissions;
 - b. Utilize automated controls for air conditioners and lighting to reduce electricity consumption and associated emissions.

¹² Although the proposed project is assumed to be all-electric based on applicant-provided information, the emission modeling conservatively retains emissions from potential natural gas use.

6.2.6 - Geology and Hydrogeology

Flooding

The project site is partially within Zone AE (within the 100-year flood area) of the Federal Emergency Management Association (FEMA) floodplain mapping (see Appendix F). A small wedge at the northern corner of the site is within the Napa River floodway; however, the proposed development would remain outside of this floodway. Development in the floodway area would be limited to circulation improvements, such as portions of the access driveway. Base Flood Elevation (BFE) for the site varies along the length of the Napa River, with mapped BFEs of 234 feet and 235 feet crossing the site as the river flows eastward.

The City Municipal Code Section 15.52.150 calls for nonresidential new construction projects to accommodate a Design Flood Elevation (DFE) of 18 inches above the BFE. The proposed project would conservatively assign a BFE of 234.5 feet to the buildings, yielding a DFE of 236 feet, which would achieve the required 18 inches. Any building structure below this elevation would be watertight, with walls substantially impermeable to the passage of water, having structural components capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy, and being certified by a registered Civil Engineer.

To accommodate the FEMA Floodplain Development requirements while minimizing site fill and keeping with the character of the neighborhood, gentle berming of the site is proposed. The grading strategy would gradually raise grades beginning at the north edge of the development of 229 feet, adjacent to the Wine Train end-of-line, and increasing as it heads south. To minimize excavation into the groundwater table, the estate house basement level would be set at existing grade of approximately 229 feet. The partial basement would be backfilled to support the new Level 1 arrival level at 241 feet, well above the DFE of 236 feet.

Portions of the structure that fall below 236 feet, such as the basement level provided in the main estate house and the below grade portions of the Event Barn, would be waterproofed in accordance with code. South of the estate house, the proposed site elevations would slowly decrease back down to existing grades. This would be accomplished through terraced or sloped landscaping to minimize the need for engineered retaining walls while still matching existing grade as closely as possible to minimize import soils. Preliminary earthwork calculations show an estimated 16,700 CY of import soil would be required to meet this site grading scheme and bring the occupied building floors out of the floodplain. Assuming an average truckload of 12 CY, the import operations would require 1,392 trucks coming to site. Thoughtful site grading which seeks to minimize impact while keeping development safe from flood risk, providing Americans with Disabilities Act (ADA) access, and maintaining and protecting viewsheds would strive to decrease this number as design progresses. Additional mitigation of this transportation need may be provided through use of the rail already serving the site. Future feasibility studies would be conducted to determine what decrease to the truck trips might be realized.

Stormwater

Stormwater management for the site would be provided in accordance with the Bay Area Stormwater Management Agencies Association (BASMAA) requirements. BASMAA provides guidance for low-impact development in implementing Provision E.12 of the Phase II Small Municipal Separate Storm Sewer System (MS4) General Permit which applies to Napa County and St. Helena. The Code seeks to limit post-construction runoff to pre-construction rates for the 10-year storm event. Treatment measures would include collecting runoff from building roofs and impervious pavements and routing to localized bioretention facilities.

Utilizing a landscape-based approach to stormwater management, a minimum of 4 percent of the site's impervious areas would be required as bioretention facilities. These engineered landscape interventions accept stormwater runoff and percolate water through their soil, removing contaminants and allowing runoff to return to the water table. Coordination with the landscape architect would ensure these facilities are thoughtfully integrated into the site with appropriate plantings to withstand wet and dry conditions.

If approved, the following EDFs related to geology and hydrogeology would be required to be implemented:

18. Prior to issuance of a grading permit for Project work in or discharges to any federal and/or State jurisdictional waters, including wetlands, Applicant shall provide written evidence to the City of St. Helena that any applicable resource agency with jurisdiction has issued any required permits; such agencies may include United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), or any other applicable agency (e.g., California Department of Fish and Wildlife [CDFW]).
19. Project construction activities shall prevent the unpermitted discharge of sediment and/or muddy, turbid, or silt-laden waters into any on-site wetlands and/or other receiving water bodies, including off-site adjacent drainage ditches located immediately to the north and east of the Project. Project construction shall comply with the following:
 - a. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared to address best management practices (BMPs) that will be used to prevent erosion and sediment loss within the Project site. BMPs such as silt fence, mulching and seeding, and straw wattles will be placed where needed to prevent sediment from leaving the site during construction. Permanent stormwater management in the form of planting, mulching, and paving will be placed to address erosion after construction. Once construction is complete, the SWPPP will no longer be in effect;
 - b. Appropriate sediment control measures (e.g., silt fences, straw wattles) shall be in place prior to the onset of construction activities within waters of the United States and/or State and in areas where there is a potential for surface runoff to drain into adjacent aquatic features and as required by the SWPPP;
 - c. Sediment control measures shall be monitored and maintained until construction activities have ceased;

- d. Temporary stockpiling of excavated or imported material shall be placed as far away from any waters of the United States and/or State as practicable. Excess soil shall be used on-site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (e.g., silt fences, straw bales) as required in the SWPPP;
 - e. All waters of the United States and/or State temporarily impacted by construction activities shall be restored and revegetated, as close as practicable, to preconstruction contours and conditions;
 - f. Construction fencing shall be installed along the edges of the work zone adjacent to waters of the United States and/or State outside the construction area. All work and stockpiling of materials shall be confined to the Project disturbance area.
32. No new structures or fill that results in any increase in flood levels during the occurrence of the base flood discharge shall be developed within the Federal Emergency Management Association (FEMA) Floodway.
33. In accordance with the City of St. Helena Municipal Code Section 15.52.150, the Project shall accommodate a Design Flood Elevation (DFE) of 18 inches above the Base Flood Elevation (BFE).
34. Any building structure below the Design Flood Elevation (DFE) shall be watertight with walls substantially impermeable to the passage of water, having structural components capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy, and be certified by a registered civil engineer.
35. The Applicant shall comply with site-specific recommendations set forth in site-specific engineering geology and soils investigation/geotechnical reports. The geology and geotechnical reports shall include site-specific studies and analyses for potential geologic and/or geotechnical hazards at the site. Geotechnical reports shall address the design of pilings, foundations, walls below grade, retaining walls, shoring, subgrade preparation for floor slab support, paving, earthwork methodologies, and dewatering, where applicable. Geology and geotechnical reports may be prepared separately or together and signed and stamped by a Professional Geologist or Professional Engineer licensed in the State of California.
36. During Project construction earthwork and grading activities, geotechnical observation shall be performed by the Project geotechnical engineer.
37. The grading plans provided by the Applicant for review shall include the existing topography shown with contour lines labeled at one-foot intervals and extending a minimum of 100-feet beyond the limits of the site, or sufficient distance to indicate impacts on adjacent properties.
38. The Applicant shall construct all on and off-site improvements in accordance with the improvement plans and supporting calculations that are prepared by a registered civil engineer and reviewed by the City of St. Helena Public Works Department. The improvement plans and supporting calculations shall include detailed designs for all utilities, water, grading, drainage, erosion control and paving.

78. A Notice of Intent (NOI) shall be filed with the Regional Water Quality Control Board to comply with the statewide General Permit for Discharges of Storm Water Associated with Construction Activities (General Permit) and a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for construction activities on the Property in accordance with applicable State requirements.
84. A grading and drainage plan shall be prepared for the Project that includes a design that allows for a 100-year overland release. All graded building pads shall be above the 100-year overland release elevation.
85. Prior to issuance of a grading or building permit (whichever occurs first) a detailed Post-Construction Stormwater Control Plan (SWCP) that identifies and sizes all permanent post-construction stormwater treatment best management practices (BMPs) shall be prepared by the Applicant's engineer and submitted for review approval by the City Engineer.
86. Prior to the issuance of a Certificate of Occupancy, a Post Construction Stormwater Operations and Maintenance Plan that provides a color-coded plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted by the Applicant's engineer for review and approval by the City Engineer. Once approved, the property owner shall comply with the Post Construction Stormwater Operations Maintenance Plan BMPs.
87. If proposed/new landscaping involves an area greater than 500 square feet or rehabilitation of more than 2,500 square feet, the proposed landscaping shall comply with water efficient landscape best practices that are at least as effective as the State's Model Water Efficient Landscape Ordinance (MWELO), to the extent MWELO does not generally apply to the Project. Compliance shall be demonstrated as part of the building permit submittal.
92. Where applicable, the Applicant shall be required to submit to the requirements for annual inspections of food/beverage service establishments and businesses that handle hazardous wastes for illicit stormwater discharges as required by the State National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges. The annual stormwater illicit discharge inspections are performed and invoiced by Napa County Department of Environmental Management.

6.2.7 - Greenhouse Gas Emissions

Construction Emissions

At the time of this analysis, the construction of the proposed project was anticipated to begin in January 2026 and end in July 2027. The proposed project's construction emissions are presented in Table 7. As vehicle and equipment fuel efficiencies and emission control standards continue to incrementally improve with each year, project construction emissions would be likely to decrease nominally from what is shown in Table 7, should the construction schedule move to later years. Therefore, the construction GHG emissions contained in Table 7 represent a conservative assessment of project construction emissions. CalEEMod outputs which detail the GHG emissions

during each construction phase are provided in Appendix C. The proposed project would generate approximately 699 metric tons of carbon dioxide equivalents (MT CO₂e) during construction.

Table 7: Proposed Project Construction GHG Emissions

Construction Year	Total MT CO ₂ e per year (approx.)
2026	508
2027	190
Entire Construction Duration (2026-2027)	
Total	699
Amortized over 30 years	23.3
Notes: Because of rounding, total MT CO ₂ e may be marginally different from CalEEMod output. MT CO ₂ e = metric tons of carbon dioxide equivalents Source: Appendix C	

Operation Emissions

Operational or long-term emissions occur over the life of the project. Project operations were modeled for the 2027 operational year, immediately following the completion of construction. Sources for operational emissions are summarized below. Sources for operational GHG emissions include:

1. **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.
2. **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
3. **Energy-Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the project.
4. **Energy-Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses.¹³
5. **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
6. **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.
7. **Stationary Sources:** These emissions refer to the fire pumps and diesel emergency generator.

Table 8 presents the estimated annual GHG emissions from the proposed project's operational activities. As shown in Table 8, the proposed project would generate approximately 1,693.3 MT CO₂e

¹³ Although the proposed project is assumed to be all-electric based on applicant-provided information, the emission modeling conservatively retains emissions from potential natural gas use.

per year after the inclusion of 23.3 MT CO₂e per year from project construction. CalEEMod outputs which detail the GHG emissions during operation are provided in Appendix C.

Table 8: Operational Greenhouse Gas Emissions

Emissions Source	CO ₂ e
Mobile	1287
Area	2
Energy	285
Water	7
Waste	11
Refrigeration	27
Stationary	51
Amortized Construction Emissions	23.3
Total Annual Project Emissions	1693.3
Source: CalEEMod Output. Appendix C.	

Consistency with BAAQMD GHG Thresholds

The proposed project is evaluated against the design elements in Criterion A of BAAQMD's 2022 GHG Significance thresholds:

All-electric design: Per Applicant-provided information, the proposed project would be all-electric design and would therefore comply with this requirement.

Energy efficiency: As demonstrated in the Energy analysis above, the proposed project would not result in any wasteful, inefficient, or unnecessary energy usage, therefore the proposed project is consistent with this design element.

VMT impact: As discussed in the project Transportation Impact Study, based on the location and characteristics of the proposed project, the total VMT in the region would be unlikely to change as a result of the proposed project, and in fact could reduce slightly if future guests are comprised of people who were already intending to visit the area. The proposed project's VMT is consistent with the third design element.

Tier 2 EV Charging Infrastructure: The last design element relates to implementation of California Green Building Standards Code—Part 11, Title 24, California Code of Regulations (CALGreen) Tier 2 level of EV charging infrastructure. The proposed project is only required to comply with CALGreen's mandatory level of EV charging infrastructure. Therefore, the proposed project would not be consistent with this element.

6.2.8 - Hazards and Hazardous Materials

The analysis in this section is based, in part, on the Phase I Environmental Site Assessment (Phase I ESA) prepared by Cameron Cole. The project site does not currently have any residential occupants. The project site lies within, but does not include all of, Napa County Parcel 009-010-022-000, which totals approximately 142 acres. The project site is fully encompassed by the winery property.

The project site's history has been primarily agricultural in nature. Agricultural activity in the form of vineyards has continued intermittently throughout the project site's history. Approximately the northern half of the project site was cleared of vegetation. The northern portion of the project site has been sparsely used for the storage of vehicles by Pacific Gas and Electric Company (PG&E) during nearby infrastructure improvements. Additionally, the project site includes a small, prefabricated structure which is used for storage of miscellaneous materials. Other improvements to the project site include a pad mounted propane tank adjacent to a wind machine used to ensure airflow across the nearby vineyards.

The purpose of the Phase I ESA is to identify the presence or likely presence of hazardous substances or petroleum products on the project site under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the project site or into the ground, groundwater, or surface water on the project site. The Phase I ESA determined that there are currently no known Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), or Historical Recognized Environmental Conditions (HRECs) in relation to the project site.

Development under the Agritourism Initiative would be subject to applicable plans, policies, and regulations pertaining to the use, handling, storage, and disposal of hazards and hazardous materials. No hazardous substances or petroleum products were identified within the project site; however, hazardous substances were identified on the adjacent winery property. The Agritourism Initiative includes 8 EDFs to further minimize potential impacts related to hazards and hazardous materials.

If approved, the following EDFs related to hazards and hazardous materials would be required to be implemented:

39. Prior to issuance of grading permits, shallow soils samples shall be taken on-site to determine the location of any contaminated soils on the site with concentrations above generally established applicable worker safety thresholds.
40. Any soils with residual agricultural chemicals exceeding the generally applicable screening levels for commercial uses, or hazardous waste limits shall be characterized, removed, and disposed of off-site at a licensed hazardous materials disposal site.
41. All hazardous materials measures shall be printed on all construction documents, contracts, and Project plans prior to issuance of grading permits.
42. If contaminated soils are found in concentrations above established thresholds, a Site Management Plan (SMP) shall be prepared and implemented by the Applicant (as outlined

below) and any contaminated soils found in concentrations above established thresholds shall be removed and disposed of according to the generally applicable requirements and regulations. The SMP shall be prepared by a qualified hazardous materials consultant and provided to the City with grading permit applications. The SMP shall include:

- Management practices for handling contaminated soil or other materials if encountered during construction or cleanup activities and measures to minimize dust generation, stormwater runoff, and tracking of soil off-site.
- Preliminary Remediation Goals (PRGs) for environmental contaminants of concern to evaluate the site conditions following SMP implementation.
- A Health and Safety Plan (HSP) for each contractor working at the site that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. The HSP will also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

43. Cleanup and remediation activities on the site prior to building construction shall be conducted in accordance with the SMP.
44. All measures shall be printed on all construction documents, contracts, and Project plans prior to issuance of grading permits.
45. Project construction activities shall comply with all generally applicable federal Occupational Safety and Health Administration Safety (OSHA) and California General Industry Safety Orders and Health Standards.
46. Hazardous materials, if any, associated with Project construction shall be located and stored in compliance with applicable federal, state, and local requirements. Response procedures for spills and leaks of hazardous materials, if any, shall be established in compliance with applicable federal, state, and local requirements.

6.2.9 - Noise

Construction Noise Impacts

Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment, such as impact pile drivers, are not expected to be used during construction of this proposed project.

The loudest phase of construction is typically the site preparation and grading phase, as that is when the loudest pieces of heavy construction equipment would operate. For example, the maximum noise level generated by each grader is assumed to be 85 A-weighted decibels (dBA) maximum

noise/sound level ($L_{\max}$) at 50 feet from this equipment. Each front-end loader would also generate 80 dBA $L_{\max}$ at 50 feet. The maximum noise level generated by each backhoe is approximately 80 dBA $L_{\max}$ at 50 feet.

The nearest noise-sensitive receptor to the construction footprint of the proposed project would be the single-family residential homes located approximately 750 feet west of the project site, across SR-29. At this distance, assuming multiple pieces of construction equipment operating simultaneously near the project boundary, construction noise levels could range up to approximately 61 dBA $L_{\max}$, intermittently, and could result in an hourly average of up to 51 dBA equivalent noise/sound level (L_{eq}), as measured at the nearest residential receptor façade. The calculation sheet is attached to this document as Attachment B.

Residential buildings in Northern California provide an average of 25 dBA exterior to interior noise reduction, with windows closed. Therefore, reasonable worst-case interior noise levels from construction activities would range up to 36 dBA $L_{\max}$ and 26 dBA L_{eq} . These noise levels are higher than the typical average noise level inside a home but would not be a level that would be considered annoying or sleep disturbing for people of normal sensitivity.

Therefore, potential short-term construction noise impacts on sensitive receptors in the vicinity of the project site would be less than significant.

Operational/Stationary Source Noise Impacts

Mechanical Equipment Operations

Reference noise levels for commercial grade mechanical ventilation equipment are 45 dBA to 60 dBA L_{eq} as measured at approximately 25 feet from the operating unit. Mechanical ventilation systems could be located as close as 770 feet from the nearest off-site residential receptor. At this distance, noise generated by multiple mechanical ventilation units operating simultaneously would attenuate to less than 24 dBA L_{eq} at the nearest residential receptor. These noise levels would be well below typical daytime or even nighttime average noise levels for a residence located in the project vicinity and within 200 feet of SR-29 and would be considered “less than perceptible.”

Parking Lot Activities

The proposed project would include new stationary noise sources, such as typical parking lot activities. Typical parking lot activities such as people conversing, doors slamming, or vehicles idling generate noise levels of approximately 60 dBA to 70 dBA $L_{\max}$ at 50 feet. These activities are expected to occur sporadically throughout the day, as patrons arrive and leave the parking lot areas.

Parking lot areas would be located approximately 1,470 feet from the nearest off-site residential receptor. At this distance, noise generated by parking lot activity would attenuate to less than 15 dBA L_{eq} at the nearest residential receptor. These noise levels would be well below typical daytime or even nighttime average noise levels for a residence located in the project vicinity and within 200 feet of SR-29, as this nearest receptor is, and would be considered “less than perceptible.”

Operational/Mobile Source Noise Impacts

Because of the logarithmic nature of noise levels, a doubling of the traffic volume (assuming that the speed and truck mix do not change) results in a noise level increase of 3 dBA. Based on the Federal Highway Administration community noise assessment criteria, this change is “barely perceptible.”

As described in Section 6.2.9, the proposed project is expected to generate an average of 576 trips per weekday, including 55 trips during the AM peak-hour and 78 trips during the PM peak-hour. The daily travel trips would primarily be generated by passenger vehicles.

These traffic volumes would not double the daily or hourly average traffic volumes on local roadways accessing the project site. Therefore, the proposed project would not result in even a 3 dBA increase in traffic noise levels, which would be considered a “less than perceptible” increase.

It should also be noted that the Napa Valley Wine Train traverses the site, and its northerly terminus would be relocated as part of the project to terminate near the project site’s eastern boundary, as shown in Exhibit 5. The nearest at-grade crossing where train horns would sound is at Pratt Avenue, over 3,000 feet south of the project site (which would provide distance attenuation of a minimum of 30 dBA compared to noise levels that would be experienced at 100 feet from an at-grade crossing). In addition, the train would continue to only operate during daytime hours. Finally, the proposed project would not result in a substantial increase in any train activity (i.e., a doubling of train passings). Therefore, the proposed project would not result in a substantial increase in railroad activity noise levels and would not expose people residing or working on the project site to excessive noise levels.

Short-term Construction Vibration Impacts

Of the variety of equipment used during construction, the small vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment.

The nearest off-site structure to the project construction footprint where heavy construction equipment would operate is the Charles Krug Winery structure located south of the project site. This structure would be located over 350 feet from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, reasonable worst-case groundborne vibration levels would range up to 0.002 PPV from operation of the types of equipment that would produce the highest vibration levels. This is below the Federal Transit Administration’s construction vibration impact criteria of 0.2 PPV for buildings of non-engineered timber and masonry.¹⁴

Operational Vibration Impacts

Implementation of the proposed project would not include any permanent sources of vibration that would expose persons in the project vicinity to groundborne vibration levels that could be

¹⁴ Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual.

perceptible without instruments at any existing sensitive land use in the vicinity of the project site. Therefore, operational groundborne vibration impacts would be less than significant.

Airport Noise Impacts

The project site is not located within the vicinity of a private airstrip. The nearest public airport to the project site is the Napa County Airport, located over 23-miles south of the project site. The project site is located outside of the 55 dBA Community Noise Equivalent Level (CNEL) airport noise contours of this closest airport. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people residing or working near the project site to excessive noise levels. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

If approved, the following EDFs related to noise would be required to be implemented:

47. Project construction contractors shall be required to provide a Noise Management Plan to reduce construction noise at any off-site residences to the extent feasible, and shall implement the Noise Management Plan for construction activities.
48. The noise management plan shall include the following requirements:
 - a. Outdoor parking lot sweeping activities associated with the Project generally shall be limited to the daytime hours between 7:00 a.m. and 10:00 p.m.;
 - b. Construction activity, including all outdoor loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, or similar objects in such a manner as to cause a noise disturbance to residential uses shall be limited to the daytime hours between 7:00 a.m. and 10:00 p.m.;
 - c. Noise-generating equipment operated at the Property shall be equipped with noise control devices to the extent reasonably available (i.e., mufflers, intake silencers, lagging, and/or engine enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Pile drivers used within 1,500 feet of off-site residences shall be equipped with noise control measures to reduce sound energy emissions associated with pile driving (e.g., use of noise attenuation shields or shrouds). Holes for piles will be pre-drilled to the extent feasible;
 - d. Haul routes shall avoid noise-sensitive land uses to the extent feasible;
 - e. Staging areas and construction material storage areas shall be located away from adjacent residences.

6.2.10 - Public Services

Schools

The Agritourism Initiative is within the jurisdiction of the St. Helena Unified School District (SHUSD). The Agritourism Initiative would facilitate the development of up to a 56-room resort. The resort component of the Agritourism Initiative would not cause a direct increase in the student population.

Therefore, the Agritourism Initiative would not result in any significant direct impacts related to schools.

However, it should be noted that Section 17.21.060.G.5 of the Agritourism Initiative requires the up to 56-room resort to also construct a minimum of 50 rental workforce housing units within the City limits, to be restricted to affordable work force rent at the “moderate income household” level. EDF 49 provides detail on the project’s 50-unit “Affordable Housing Obligation.” The new housing would not be located in the WPA Overlay and is not approved for development as part of the Agritourism Initiative. The new off-site housing would have its own process and review, separate from the analysis contained herein.

Additionally, if approved the Agritourism Initiative requires that the proposed project comply with the following EDF:

3. All required fees, including planning fees, development impact fees, building fees, and St. Helena Unified School District fees for the Project shall be paid prior to issuance of a building permit except as expressly provided herein. Fees shall be those in effect at the time of the issuance of the building permit.

Police

Police protection services are provided by the St. Helena Police Department. The St. Helena Police Department is authorized a staff of 13 sworn Peace Officers, five Dispatchers, and one Community Service Officer.¹⁵ The nearest police station to the project site is the St. Helena Police Department office located at 1480 Main Street, 1.5 miles southeast of the project site. Because of the nature of the development facilitated by the Agritourism Initiative, the demand for police services would not increase.

Fire

Fire protection services are provided by the St. Helena Fire Department. The St. Helena Fire Department currently staffs one engine with three personnel, 24 hours a day, 7 days a week. The staff consists of six full-time firefighters and 18 part-time firefighters.¹⁶ The nearest fire station to the project site is the St. Helena Fire Department office located at 1500 Main Street, 1.6 miles southeast of the project site.

The project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ); however, the nearest VHFHSZ is located adjacent to the Silverado Trail, 2,700 feet northeast of the project site. Additionally, an area designated as a High Fire Hazard Severity Zone is located adjacent to the eastern corner of the Charles Krug Winery property.

Because the proposed project does not intend to connect to the City water distribution network (see Section 6.2.11–Utilities), firewater storage would be provided via tanks on-site. Storage would be

¹⁵ City of St. Helena. 2024. Mission Statement. Website: <https://www.cityofsthenana.org/255/Mission-Statement>. Accessed April 12, 2024.

¹⁶ City of St. Helena. 2024. Fire Department. Website: <https://www.cityofsthenana.org/162/Fire-Department>. Accessed April 5, 2024.

provided in accordance with the California Fire Code based on the construction type and square footage. The winery property currently has two fire hydrants west of the project site on the existing winery facilities. An additional hydrant is located at the intersection of SR-29 and Deer Park. These three existing hydrants would provide additional fire protection.¹⁷ However, the Agritourism Initiative allows for a connection to municipal water systems if permitted by the City. According to EDF 79, “The use of existing water wells within the City, including the maintenance, modification, or reconstruction thereof, for potable water, emergency systems water and irrigation water not supplied through recycled water shall be allowed and not require a permit under St. Helena Municipal Code Section 13.16.060.”

Because of the relatively flat topography of the site, pumps would be required to provide adequate pressure and flow to extinguish fires and would be engineered in tandem with the storage tanks per code requirements. A firewater suppression system would be constructed with distribution lines from the storage tanks, hydrants, Fire Department connections, and interior building sprinklers. Hydrant spacing would accommodate 150-foot hose-pull lengths for full building coverage, with Emergency Vehicle Access (EVA).

The Agritourism Initiative would require development to include EDFs to further minimize potential impacts related to fire. These EDFs would include Fire Department review of building plans, adequate fire flow and water supply for water lines and hydrants, adequate emergency access, compliance with building codes, fire codes, and public works standards, installation of sprinklers and hydrants, and fire-resistant construction. Because of implementation of these EDFs, the proposed project would not result in an increased demand for fire protection services that would result in environmental impacts.

As required by the Agritourism Initiative, if approved, the proposed project would be required to implement the following EDFs related to fire:

50. Project water lines and hydrants shall be sized and located so as to meet the fire flow requirements established by the Fire Department.
51. Prior to construction, building plans shall be submitted to the Fire Department for review. Based on such review, any additional fire safety requirements shall be implemented to the satisfaction of the Fire Department.
52. During construction, adequate ingress/egress access points shall be provided for emergency response in compliance with the requirements of the Fire Department.
53. Clearly marked, durable, source sorted recycling bins shall be conveniently located within the Property unless the Property is under contract with a vendor to sort waste.
54. The Applicant or its designee shall be responsible for meeting with the Building Official, Fire Inspector and/or Public Works Department to review compliance with Building Codes, Fire Codes, and applicable Public Works Standards.

¹⁷ Sherwood Design Engineers. 2024. Civil Engineering Project Description. April 11.

55. No construction may commence until adequate access to fire water supply is available to building sites as approved by the Fire Chief.
56. Prior to issuance of a certificate of occupancy, trash areas, dumpsters and recycling containers shall be enclosed and roofed per applicable standards to prevent water run-on to the trash area and water runoff from the area, to contain litter and trash so that it is not dispersed by the wind or run-off during waste removal. In the event that wine or food is disposed in these areas, the enclosed trash area shall drain to the sanitary sewer system or alternative treatment system. An area drain connected to the sanitary sewer or alternative treatment system shall be installed in the enclosure area and a structural control such as an oil/water separator or sand filter shall be included. No other area shall drain into the trash enclosure. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer. Plans submitted for building permit shall exhibit compliance with the then current St. Helena Fire Code, as required by St. Helena Municipal Code Chapter 15.36, as may be amended from time to time.
59. Fire sprinklers and fire hydrants shall be installed as required by Fire Code and the Fire Department.
60. One hour minimum fire-resistant construction on all exterior walls within 10 feet of property boundary is required. Fire resistant construction of interior walls shall be determined by type of occupancy.

Open Space/Parks

The development that would be facilitated by the Agritourism Initiative proposes a maximum 56-room resort with recreational opportunities and open space, from an organic culinary garden and olive tree grove to meeting and event spaces, swimming pools, and an on-site spa and restaurant. Development under the Agritourism Initiative requires compliance with EDF 12, which would require at least 20 percent of the site to be used for maintained landscaping. EDF 75 would include an 8-foot-wide paved bicycle and pedestrian trail open to the public, located along the rail line from the project site to Fulton Lane. Additionally, the proposed project would include a 1-acre landscape buffer, as discussed in Section 17.21.060.F of the Agritourism Initiative. The Agritourism Initiative would also include development standards requiring minimum front setback of 100 feet and a maximum building coverage of 50 percent for the WPA Overlay. Furthermore, EDF 66 requires a bicycle- and pedestrian-friendly environment on-site.

If approved, the Agritourism Initiative requires the following EDFs related to open space and parks:

12. A minimum of 20 percent of the Property must remain maintained landscaping and shall be kept in a weed-free condition.
66. A Transportation Demand Management program shall be prepared and implemented by the Applicant to encourage Project employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day and to further reduce Vehicle Miles Traveled (VMT) and to support the City's trip reduction and

climate policies. The Transportation Demand Management program may include but not be limited to the following:

- a. Bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments);
- b. Bicycle amenities, including bicycle parking (4 long-term spaces and 6 short term spaces minimum);
- c. Rideshare/carpool/vanpool promotion and support;
- d. Education and information on alternative transportation modes, including railway as available, via the Resort operator website;
- e. Discounted employee transit passes;
- f. Designate a Transportation Demand Management (TDM) coordinator to establish programs to ensure VMT by guests and employees are reduced, including, but not limited to, employee car and vanpooling, employer-sponsored transit passes, bicycle sharing, showers, lockers, secure bike storage, and winery tours for guests with pickup and drop-off at the lodge.

75. Prior to occupancy, Applicant shall construct, to the extent not previously constructed, a minimum 8-foot-wide paved bicycle and pedestrian trail, which shall be open to the public, along the railway and within the property rights of the railway operator, between the Project site and Fulton Lane, provided that such obligation to construct is subject to issuance of any required permits, with reasonable and feasible conditions, from any federal and/or state agency with jurisdiction over construction affecting jurisdictional waters.

6.2.11 - Transportation

The following information is based on the Transportation Impact Study (TIS) for the St. Helena Resort Project pursuant to the Agritourism Initiative (Appendix I).

Trip Generation

Based on application of these rates and assumptions, the proposed project is expected to generate an average of 576 trips per weekday, including 55 trips during the AM peak-hour and 78 trips during the PM peak-hour. These results are summarized in Table 9 below.

Table 9: Trip Generation Summary

Land Use	Units	Daily		Weekday PM Peak-hour				Weekend PM Peak-hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Resort Hotel	56 rooms	5.08	284	0.41	23	13	10	0.72	40	23	17
Fine Dining Restaurant	150 seats	2.60	390	0.28	42	28	14	0.33	50	29	21
Internal Capture		-25%	-98	-25%	-10	-7	-3	-25%	-12	-7	-5
Total:		—	576	—	55	34	21	—	78	45	33

Vehicle Miles Traveled

Based on the location and characteristics of the proposed project, the total VMT in the region would be unlikely to change as a result of the proposed project and, in fact, could reduce slightly if future guests are comprised of people who were already intending to visit the area. Additionally, employee VMT is not considered significant. However, to further reduce employee VMT and support the City's trip reduction and climate policies, Transportation Demand Measures (TDM) were recommended. These may include carpool incentives, active transportation incentives, subsidized transit passes, guaranteed ride home, bicycle trip-end facilities, and a designated transportation coordinator. Required EDF 66 includes TDM measures that would be included, such as rideshare/carpool/vanpool promotion and support; education and information on alternative transportation modes, including railway; and a designated TDM coordinator.

Transit

The nearest transit stop is located 0.7-mile northwest of the project site at SR-29/Lodi Lane and is serviced by Vine Transit Route 10, which provides fixed-route regional service between the City and surrounding communities. This route operates Monday through Friday with approximately 1 hour headway between 5:25 a.m. and 8:57 p.m. Saturday and Sunday services also operate with about 1 hour headway between 6:00 a.m. and 7:30 p.m. Up to three bicycles can be carried on most Vine Transit buses. Bike rack space is on a first-come, first-served basis, and riders are responsible for loading and unloading their bicycles. Additional transit services include Dial-a-Ride and VineGo Paratransit. Transit trips to and from the proposed project are not anticipated due to the type and location of the facility as well as the distance to the nearest stop. The proposed project would not conflict with any policies relative to transit, and transit facilities are adequate for the anticipated demand. Furthermore, the Agritourism Initiative requires EDF 66, which would include a TDM program that may include discounted employee transit passes.

Pedestrian Facilities

According to the TIS, there are currently no existing pedestrian facilities in the vicinity of the project site. Because the surrounding area is rural, no pedestrian trips are anticipated except on-site and to the adjacent winery. Consistent with City and County policy, pedestrian facilities are considered adequate for the anticipated demand. However, the proposed project would conduct pedestrian improvements, including an 8-foot-wide public trail along the existing rail line, which is required by the Agritourism Initiative pursuant to EDF 75. Pursuant to EDF 66, development under the Agritourism Initiative requires that a pedestrian-friendly environment be implemented to reduce VMT. This would include established and clear pedestrian networks, intersections, and built environments.

Bicycle Facilities

Existing off-site bicycle facilities provide adequate access to the project site, including bike lanes on Deer Park Road and the nearby Vine Trail. The proposed project would not include any frontage improvements that would preclude installation of planned future facilities. Additionally, pursuant to EDF 66, the proposed project would contribute to a planned Class II bicycle pathway along SR-29. The proposed project would provide 10 short-term and 10 long-term bicycle parking spaces (EDF 66),

exceeding the City's bicycle parking requirements outlined in the City Zoning Code Section 17.26.080, which would require a minimum of six short-term and four long-term bicycle parking spaces.¹⁸ Furthermore, in accordance with EDF 67, no fewer than 25 courtesy bicycles would be available for use by guests. EDF 66 would require a bicycle-friendly environment and bicycle amenities, including bicycle parking. Employee bicycle racks would be provided pursuant to EDF 61.

Emergency Access

Internal EVA circulation through the site would be provided in accordance with the St. Helena Municipal Code Title 15, which has adopted the 2019 California Fire Code, and by the Napa County Fire Marshal Office in conjunction with the California Department of Forestry & Fire Protection (CAL FIRE). Two-way roads would be a minimum of 20 feet wide with 50-foot internal radii and 13-foot 6-inch unobstructed vertical clearance. One-way and dead-end roads would not exceed 0.5 mile in length, and turnouts and turnarounds would be provided in accordance with CAL FIRE. EVA roads would not exceed 16 percent longitudinal grades. Fire hydrants would be provided in accordance with the California Fire Code. Furthermore, in accordance with EDF 5, the proposed project would adhere to City and California Department of Transportation (Caltrans) standards.

Roadway Improvements and Sidewalk Replacements

The Agritourism Initiative would require the proposed project to complete roadway improvements and sidewalk replacements. Pursuant to EDF 5, the proposed project would be required to conduct these improvements in accordance with City and Caltrans standards. The southbound approach at Deer Park Road and entrance to the project site would be improved at the Applicant's expense to include a left-turn lane and a through lane within the existing right-of-way, pursuant to EDF 65. Pursuant to EDF 69, traffic directional signs would be installed to minimize left turns onto SR-29 from Deer Park Road. EDF 70 would require payment into the proposed signal fund for SR-29 and Deer Park Road. EDF 71 would require the Applicant to contribute payment to the Silverado Trail and Deer Park signal lane realignment. Payment of all City traffic impact fees would be required pursuant to EDF 73.

If approved, the Agritourism Initiative requires the following EDFs related to Transportation to be implemented:

5. The Project shall be subject to the generally applicable requirements of, and all improvements shall be designed and constructed in accordance with, the most current version of legal requirements at the time of building or grading permit, such as the Caltrans Standards and Specifications, the City of St. Helena Municipal Code, the St. Helena Water and Sewer Standards, the St. Helena Street, Storm Drain and Sidewalk Standards, and all applicable current federal, state and county codes governing such improvements.
61. To encourage the use of alternative modes of transportation, the Applicant shall provide employee bicycle racks for no less than six bicycles.

¹⁸ W-Trans. 2024. Transportation Impact Study for the St. Helena Resort Project. March 22.

62. To encourage the use of alternative fueled transportation, the Applicant shall install electric vehicle recharging stations at the Project site as required by St. Helena Municipal Code Section 17.26.090, as may be amended from time to time.
63. Preferential parking spaces shall be provided for low emission vehicles, including alternative-fuel vehicles, hybrid vehicles that qualify for freeway carpool lanes, and van pools.
64. During construction, a Construction Traffic Management Plan (CTMP) shall be prepared and implemented so as to reduce traffic impacts to adjacent residential neighborhoods, or pedestrian and vehicular impediment or interference due to construction traffic. The CTMP shall be attached to all construction contracts and shall include:
 - a. procedures for roadway closures or traffic detours;
 - b. haul routes;
 - c. required protective devices and warning signs;
 - d. locations of construction worker parking lots;
 - e. construction vehicle staging shall be configured to reduce traffic interference and the need for lane closures.
65. At the Applicant's expense, the southbound approach at Deer Park Road and entrance to the Project shall be improved to include a left-turn lane and a through lane, within the existing right-of-way.
66. A Transportation Demand Management program shall be prepared and implemented by the Applicant to encourage Project employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day and to further reduce Vehicle Miles Traveled (VMT) and to support the City's trip reduction and climate policies. The Transportation Demand Management program may include but not be limited to the following:
 - a. Bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments);
 - b. Bicycle amenities, including bicycle parking (4 long-term spaces and 6 short term spaces minimum);
 - c. Rideshare/carpool/vanpool promotion and support;
 - d. Education and information on alternative transportation modes, including railway as available, via the Resort operator website;
 - e. Discounted employee transit passes;
 - f. Designate a Transportation Demand Management (TDM) coordinator to establish programs to ensure VMT by guests and employees are reduced, including, but not limited to, employee car and vanpooling, employer-sponsored transit passes, bicycle sharing, showers, lockers, secure bike storage, and winery tours for guests with pickup and drop-off at the lodge.
67. Prior to issuance of a Certificate of Occupancy, the Applicant shall provide no fewer than 25 courtesy bicycles for guests.

68. To preserve existing sight lines, any new signage, monuments, or other structures to be placed near the Project entrance shall be positioned outside of the vision triangles of a driver waiting on the Project access drive.
69. To minimize left turns onto SR-29 from Deer Park Road, Project signage shall be installed on the driveway directing drivers to use SR-29 to go north and Silverado Trail to go south.
70. In the event the City of St. Helena installs a traffic signal at SR-29/Deer Park Road, the project Applicant shall pay its proportional share of the cost of the signal at the time the signal is constructed by the City.
71. In the event the County of Napa converts the existing traffic signal at Silverado Trail/Deer Park Road from flashing red operation to normal signal operation and changing the geometry on the westbound approach to a left turn and through/right-turn lanes, the Applicant shall deposit funds with the County to cover the cost of the striping improvements to allow the County to implement this change at such time as it becomes necessary.
72. The Project shall cooperate, including by way of agreements, with the adjacent winery operator to ensure there is an adequate parking supply.
73. Prior to issuance of a Certificate of Occupancy, the Applicant shall pay traffic impact fees based on the City's Master Fee Schedule, and the fee will assume all square footage calculated at the lodging rate.
74. Prior to issuance of a building permit, the Applicant shall be required to obtain a City or other applicable encroachment permit for improvements on any public right-of-way.
75. Prior to occupancy, Applicant shall construct, to the extent not previously constructed, a minimum 8-foot wide paved bicycle and pedestrian trail, which shall be open to the public, along the railway and within the property rights of the railway operator, between the Project site and Fulton Lane, provided that such obligation to construct is subject to issuance of any required permits, with reasonable and feasible conditions, from any federal and/or state agency with jurisdiction over construction affecting jurisdictional waters.

6.2.12 - Utilities

Water, Groundwater, and Wastewater

The proposed project is located in a California Statewide Groundwater Elevation Monitoring (CASGEM) High Priority Basin, which requires a local Groundwater Sustainability Agency (GSA). Napa County's Groundwater Management Ordinance (GMO) implements these GSA requirements, which generally cover approval of water supply systems, wells, and conservation. In accordance with the GMO, the proposed project would be a steward of local water resources by demonstrating a water use scheme with no net impact to the aquifer.

The proposed project has determined a feasible water use scheme to achieve no impact to the aquifer, as described below. Additional pathways to no net aquifer impact are available, which may be studied as the project advances.

Water Demand

Water demands associated with the proposed project would include an on-site restaurant, kitchen and cooking classes, bar, spa, and irrigation of grounds landscaping. Interior building plumbing demands have been estimated using the Napa County Design, Construction, and Installation of Alternative Sewage Treatment Systems based on the architectural program. As shown in Table 10, below, the gross project water use is projected at 35,200 gallons per day (GPD), with 15,000 GPD of that required to be potable quality and 20,200 GPD able to be served by nonpotable water.

Table 10: Water Demand Summary

Program Element	Gross Water Use (GPD)	Potable Water (GPD)	Nonpotable Water (GPD)
Guest Rooms	5,525	5,525	0
Employees	1,165	1,165	0
Multipurpose*	2,660	2,660	0
Laundry	2,790	–	2,790
Cooling	1,515	–	1,515
Fitness/Spa	3,720	3,720	–
Pools	1,919	1,919	–
Irrigation	15,879	–	15,879
TOTAL	35,200	15,000	20,200
Notes:			
* Multipurpose includes the Event Barn, on-site restaurant, breakfast buffet, area for cooking classes, retail spaces, bar, lounge areas, meeting rooms, and administrative areas.			

Water Supply

In collaboration with the Krug Winery, the proposed project would leverage one of three existing groundwater wells on-site for water supply. Well No. 1 is located in the northern portion of the parcel, close to the proposed primary access to the hotel through the vineyards, and is documented to provide a 250 gallons per minute (gpm) flow rate. This equates to a 360,000 GPD or 131.4 million gallons per year (MGY) available supply.

With a reliable on-site water source which far exceeds the anticipated demands of the proposed project facilitated by the Agritourism Initiative, no public connection to the City water distribution is anticipated. As such, the Agritourism Initiative would not burden the municipal supply system, which has limited capacity for additional connections.

Although the existing Well No. 1 is capable of pumping 360,000 GPD, the proposed project's water supply is also constrained by permitted availability. Using Napa County's standards to show no net increase in groundwater extraction by basin, projects in the County generally are allocated either a set amount of new groundwater withdrawals or must show no net increase in groundwater use if the existing groundwater use exceeds that allocation. The project site is located in the Napa Valley

Floor groundwater area, which under County standards is allocated 0.3 acre-feet per acre per year of new groundwater withdrawals. One acre-foot is equivalent to 325,851 gallons. Because the proposed project would repurpose previously permitted groundwater extraction, the 140-acre parcel would demonstrate a net water usage not exceeding 13.7 MGY (37,500 GPD) for no net increase in allocated groundwater use.

Wastewater

Wastewater flow from the proposed project is projected as 15,900 GPD. Existing wastewater flow from the Charles Krug Winery is 2.2 MGY (6,030 GPD on average) of process water and 3,630 GPD of domestic water. Daily process wastewater rates vary with the winery production cycle. For the purposes of this analysis a daily average is used. This combined daily water use equates to the winery's wastewater generation for a total winery wastewater flow of 9,700 GPD.

Under current State and County Code, domestic wastewater generated on-site from sinks, showers, toilet flushing, and winery process water can be treated to high quality tertiary standards on-site with a packaged treatment system operated by the facility. A new package plant sized for both the proposed project and winery wastewater flows would yield 20,400 GPD of total reclaimed water. This high quality effluent would be reused for nonpotable demands within the proposed project, consisting of outdoor drip or spray irrigation and indoor flush fixtures. Excess treated water would be available for the winery to use for washdown and tank cleaning or application to vineyards in keeping with State and County requirements to return to the aquifer.

With the use of on-site treatment, no connection to the public sewer system is anticipated. As such, the Agritourism Initiative would not burden the municipal treatment system.

Water Reuse

The proposed project would provide on-site treatment and reuse of reclaimed wastewater for nonpotable demands. The proposed project would partner with the existing winery to improve water usage at a larger, parcel-based scale to increase the benefits of on-site reclaimed water. With the reclaimed water supply, water use for the proposed project would be 14,800 GPD, as shown in Table 11 below.

Table 11: Net Project Water Use

Water Demand Type	Demand
Project Potable Water Demand	+ 15,000 GPD
Project Nonpotable Water Demand	+ 20,200 GPD
(Project Reclaimed Water)	- 12,700 GPD
(Krug Reclaimed Water)	- 7,700 GPD
Net Project Water Use	14,800 GPD

The 14,800 GPD net project water use would be offset through Krug Winery operational changes to reduce overall water use. Because the project site is partially within existing vineyards that would be removed, decreased vineyard irrigation would provide a substantial reduction in water use and enable reclaimed water to be used for process water or applied to vineyards.

Groundwater Extraction

The proposed water reuse scheme would allow the proposed project to demonstrate no net increase in acceptable groundwater use (see Appendix F). An allowable water supply of 37,500 GPD is assumed for the parcel. Considering the various uses that would draw from this allowance, groundwater demand would not exceed the groundwater allowance (see Table 12). Irrigation and process water uses both have seasonal variations; however, an average daily rate is reported for consistency. Additionally, although Krug connects to the City municipal potable system for their domestic use, it is included below to reflect a conservative burden on regional groundwater resources. In addition, under EDF 80, the use of existing groundwater well(s) on the winery property would not have a material adverse impact on the water production capability of the City and pursuant to EDF 82 the proposed project must incorporate best practices for water conservation, which includes metering the water production/extraction and well water levels.

Table 12: Groundwater Extraction Allowance Minus Demands on Groundwater

Groundwater Type	Demand
Groundwater Extraction Allowance	- 37,500 GPD
Net Project Water Demands	+ 14,760 GPD
Krug Domestic Demands	+ 3,630 GPD
Krug Process Demands	+ 6,030 GPD
Krug Irrigation Demands	+ 5,891 GPD
Net Groundwater Extraction	- 7,200 GPD

Net Water Use Change

On a net parcel scale, the proposed project would result in increased water use as compared to existing conditions. The Charles Krug Winery's current average daily water usage rate is 15,500 GPD. With the proposed project, the future average daily water usage rate is 30,300 GPD. This yields a net increase of 14,800 GPD across the 140-acre parcel.

Water Storage

Water for potable, nonpotable, and fire protection systems would be stored on-site per code requirements and project demands. Given the flat nature of the site, water would be pressurized as required to serve each system.

If approved, the Agritourism Initiative requires the following EDFs related to water, groundwater, wastewater, and utilities to be implemented:

57. Prior to Certificate of Occupancy, the Applicant shall repair all public improvements that are damaged by the construction process in accordance with the City's generally applicable Water/Sewer/Street/Storm Drain/Sidewalk Standards, as may be amended from time to time.
77. Any new and modified existing water laterals, meters and backflow prevention devices shall be constructed in accordance with the generally applicable requirements of the City of St. Helena. Any new laterals shall be located perpendicular to the water main.
79. Potable water will be provided by existing on-site wells. Emergency systems water and irrigation water will be supplied by recycled water and supplemented by on-site wells as needed. Alternatively, such water may be provided by municipal water systems if permitted by the City. The use of existing water wells within the City, including the maintenance, modification, or reconstruction thereof, for potable water, emergency systems water and irrigation water not supplied through recycled water shall be allowed and not require a permit under St. Helena Municipal Code Section 13.16.060.
80. Prior to the issuance of a building permit, Applicant shall have a qualified hydrogeologist prepare a groundwater report describing how the Project's use of existing groundwater well(s) on the Winery Property will not have a material adverse impact on the water production capability of the City. The groundwater report shall demonstrate:
 - a. The Project well(s) are more than 1500 feet on average from the City wells for potable water;
 - b. The Project well(s) are more than 500 feet from the Napa River;
 - c. The Project with existing groundwater uses on the Winery Property will not annually exceed 0.3 acre-feet/acre of groundwater extraction from the Project well(s);
 - d. Recycled water will be generated through on-site water reclamation to maximize supply of non-potable water;
 - e. Project groundwater demands do not exceed the capacity of on-site well(s);
 - f. Well water extracted for use in the proposed development will, after initial use, be captured, treated, and reused for non-potable demands on the Winery Property, and will contribute to groundwater recharge.
81. The Project shall incorporate best practices for water conservation, which shall include the metering the water production/extraction and well water levels.
82. Applicant shall obtain all necessary permits from local and state agencies for the nontransient community water system.
83. If the City provides a municipal water system connection and Applicant elects to connect to the municipal water system in lieu of the groundwater well(s) prior to Grading Permit, the Applicant shall execute prior to Building Permit a Water Agreement with the City, and shall comply with all applicable policies, codes, and other requirements for the municipal water system connection.
88. Proposed separations between public water facilities and other utilities shall meet the minimum separations as specified by the generally applicable Department of Health and City of St. Helena Public Works Standards, as may be amended from time to time.

89. Wastewater treatment provided by an on-property package water reclamation system sized for WPA project serving flows in the form of a membrane bioreactor or similar system that is capable of providing tertiary treated water quality treatment shall be allowed. Alternatively, wastewater services may be provided by municipal wastewater systems if permitted by the City.
90. If the City provides a municipal wastewater system connection and Applicant elects to connect to the wastewater system in lieu of an on-property package water reclamation system prior to the issuance of a grading permit for the Project, the Applicant shall comply with all applicable policies, codes, and other requirements for the municipal wastewater system connection.
91. Prior to the issuance of building permit, Applicant shall provide a Wastewater Treatment Plant Plan and Design that contains the following information:
 - a. Design of the treatment system that is compliant with applicable State and County code standards for domestic wastewater generated on-site from sinks, showers, toilet flushing, and winery process water that will be treated to high quality, tertiary standards on-site with a packaged treatment system operated by the Project.
 - b. The Project shall provide a new package plant sized for both Project and the adjacent winery wastewater flows, providing tertiary level water quality treatment.
 - c. The reclaimed water yielded from the treatment process shall be reused for non-potable demands within the Project, consisting of outdoor drip or spray irrigation and indoor flush fixtures.
 - d. Excess treated water shall be available for the adjacent winery, which may use reclaimed water for washdown and tank cleaning or application to vineyards, and subject to all applicable State and County requirements and standards.
76. Prior to the issuance of a Certificate of Occupancy, the Applicant shall underground on-site utility lines per the applicable requirements of the St. Helena Municipal Code. The cost of undergrounding shall be the responsibility of the Applicant. Due to the economic and engineering infeasibility of undergrounding any regional serving overhead power lines, any such existing lines may remain on overhead power poles.

SECTION 7: LIST OF PREPARERS

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