



FARMSTEAD AT LONG MEADOW RANCH PROJECTS

*738 Main Street, St. Helena, CA (Napa County)
Assessor's Parcel No. 009-112-017*

*1000 Mills Lane, St. Helena, CA (Napa County)
Assessor's Parcel Nos. 009-070-049, 009-070-052, 009-070-053, and 009-070-054*

Initial Study/Mitigated Negative Declaration

CITY OF ST. HELENA

May 29, 2020

Lead Agency:

*City of St. Helena
Planning & Building Department
1572 Railroad Avenue
St. Helena, CA 94574*

*Contact: Aaron Hecock, AICP
Senior Planner*

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	Farmstead at Long Meadow Ranch, 738 Main Street (Farmstead Restaurant Project) Farmstead at Long Meadow Ranch Lodging, 1000 Mills Lane (Lodging Project)
FILE NUMBER:	PL17-036 738 Main Street "Farmstead Project" PL17-006 1000 Mills Lane "Lodging Project"
SITE ADDRESS:	738 Main Street, St. Helena, California (Farmstead Restaurant) 1000 Mills Lane, St. Helena, California (Lodging)
APN:	738 Main Street 009-112-017 (Farmstead Restaurant) 1000 Mills Lane 009-070-049; 009-070-052; 009-070-053; 009-070-054 (Lodging)
GENERAL PLAN:	738 Main Street – Service Commercial 1000 Mills Lane – Service Commercial & Agriculture
ZONING:	738 Main Street - Service Commercial (SC) 1000 Mills Lane - Service Commercial (SC) and Agricultural (A-20)
APPLICANT:	LMR Property Acquisition Partners LLC PO Box 477, Rutherford, CA 94573
CONTACT:	Elliott Faxstein, Director of Special Projects Long Meadow Ranch PO Box 477, Rutherford, CA 94573 elliott@longmeadowranch.com
PROJECT SUMMARY:	<p>Farmstead at Long Meadow Ranch (Farmstead Restaurant) at 738 Main Street: is seeking a use permit amendment and design review approval to expand and modify restaurant activities, to both permit some activities which are currently occurring on-site as well as to allow additional proposed activities as detailed below. As proposed, the existing farmer's market building would be reconfigured to include a butchery and retail meat sales. Existing butchery operations would be moved from the restaurant to the reconfigured space and the farmer's market would offer for sale, in addition to its current products, fresh meat and charcuterie. The existing baking operation would be moved from the restaurant to the existing commercial kitchen in the Logan-Ives House. Expansion of storage space for the current restaurant in two existing buildings is also proposed.</p> <p>A full project description is found below along with a summary all discretionary actions being requested.</p> <p>Farmstead at Long Meadow Ranch Lodging (Lodging Project) at 1000 Mills Lane: A 65 room, single-story hotel project is proposed in 14 new buildings on approximately 6.1 acres of the 10-acre site. The 10 guest lodging buildings are configured with either 6 or 7 guest rooms per building. The remaining approximately 3.9 acres of the property is zoned for agricultural use and is proposed to be operated as an organically-certified fruit and vegetable farm supplying restaurants and the farmer's markets. Throughout the lodging portion of the property, farming would continue with an edible landscape of herbs, fruit and citrus trees, and vegetables planted along the pathways.</p> <p>A full project description is found below along with all discretionary actions being requested.</p>

INTRODUCTION

Purpose and Intent

This Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Farmstead at Long Meadow Ranch Restaurant and Lodging Project(s) (hereinafter referred to as the “project” or “projects”) has been prepared by the City of St. Helena as lead agency in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

This IS/MND is intended to inform City decision-makers, responsible agencies, interested parties and the general public of the proposed project and its potential environmental effects. This IS/MND is also intended to provide the CEQA-required environmental documents for all city, local and state approvals or permits that might be required to implement the proposed project.

CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.
2. Enable an Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby possibly enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

The City of St. Helena, as the lead agency, has determined that a Mitigated Negative Declaration is the appropriate level of environmental review for the proposed project.

Public Review

In accordance with CEQA and the state CEQA Guidelines, a 30-day public review period for the Project will begin on May 29, 2020 and will conclude on June 29, 2020. This IS/MND has been distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the IS/MND has been made available for general public review at the following location:

City of St. Helena
Planning & Community Improvement Department
1572 Railroad Avenue
St. Helena, CA 94574
Hours: 9:00 a.m. to 5 p.m., Monday – Friday

During the public review period, the public will have an opportunity to provide written comments on the information contained within this IS/MND. The City will use the final IS/MND and all comments and correspondence received within the public comment period for all environmental decisions related to the proposed projects.

In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential impacts on the environment from the proposed project, and ways in which the significant effects of the project are proposed to be avoided or mitigated.

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Comments on the IS/MND should be submitted in writing and received by the City of St. Helena prior to the end of the 30-day public review period on June 29, 2020. Written comments should be submitted to:

Aaron Hecock, Senior Planner
City of St. Helena
Planning & Building Department
1572 Railroad Avenue
St. Helena, CA 94574

Phone: (707) 968-2659
Email: ahecock@cityofsthenela.org

SETTING

Project Location

The City of St. Helena is located in the northern end of the Napa Valley, approximately 18 miles northwest of the City of Napa and 65 miles north of San Francisco (see Figure 1). Napa Valley is a long narrow northwest trending alluvial plane flanked by the mountain ridges of the Mayacamas and Vaca Mountain range to the west and east, respectively. The Napa River extends along the eastern portion of St. Helena and is fed by several tributaries within St. Helena, including Sulphur Springs Creek and York Creek which serve as year-round tributaries to the river.

The City's incorporated boundaries comprise 3,285 acres or 5.1 square miles. The City of St. Helena is divided into two distinct areas: a developed "urban service area" and a more, rural, agricultural area located around the periphery such that the City exhibits a rather traditional landscape whereby commercial land uses are concentrated in the city center and along SR 29, with residential development radiating outwards to the northeast and southwest. The outer edge of the urban service area is demarcated by the urban limit line (ULL) which is a parcel specific boundary that marks the limit of allowed urban development. The intent of the ULL is to discourage urban sprawl and promote sensitive development which preserves the rural and agricultural lands around the City.

The Project involves two contiguous sites: Farmstead at Long Meadow Ranch at 738 Main Street (APN. 009-112-017) and the Long Meadow Ranch Lodging Project at 1000 Mills Lane (APN 009-070-049; 009-070-052; 009-070-053; 009-070-054). Both sites are located on the east side of Main Street (SR 29) in northern St. Helena (see Figure 2).

General Plan and Zoning

The City of St. Helena General Plan Update 2040 provides the vision for the community's natural and built environment through a series of goals and policies. The existing Farmstead at Long Meadow Ranch Restaurant property is designated service commercial, and the Farmstead at Long Meadow Ranch Lodging Project site is split designated both service commercial and agriculture. The Highway 29 Specific Plan includes both sites and identifies policies to guide development, as discussed further in Section XI, Land Use, of this Initial Study.

The City of St. Helena Zoning Ordinance implements the goals and policies of the General Plan. Several different districts are identified in the Zoning Ordinance that are intended to, among other things, provide for a wide range of uses and enhance the community's vision to preserve, protect and enhance its unique character and quality of life. The existing Farmstead Restaurant property is zoned as Service Commercial and the proposed Farmstead Lodging site is zoned both Service Commercial and Agricultural.

PROJECT DESCRIPTION

Farmstead at Long Meadow Ranch Restaurant Project – 738 Main Street

In March 2009, Resolution No. 2009-30 was adopted granting design review and use permit amendment approval for food, wine, farm and community garden uses at an existing nursery site located at 738 Main Street. Specifically, the entitlement allows for the following uses on-site:

- A 160-seat restaurant;
- A wine tasting room and offices in the historic Logan-Ives house;
- A plant nursery and community garden; and
- A covered open-air produce market.

In May 2009 a building permit was issued to allow a New Commercial Kitchen at 738 Main Street. Additional activities and uses have been established at this location outside of those explicitly approved by Resolution No. 2009-30, including the following (also refer to Table 1):

- Retail sales, in addition to the approved tasting room and offices, inside the historic Logan-Ives house (open 10 a.m. to 6 p.m.);
- A café serving breakfast items and coffee (open from 7 a.m. to 4 p.m. with 40 outdoor seats);
- Various business and private social events occurring throughout the year. Events occur between 9 am and 10 pm. Almost all events include at least one meal served by the restaurant. These events occur daily with 15-200 persons in attendance. Outdoor live and recorded amplified music is often included with these events;
- Local community events up to 6 times per year with up to 300 attendees;
- Fitness classes including yoga and Pilates beginning at 9 a.m. (offered 2-3 times per week with up to 12 attendees); and
- Film screenings. Films are screened four times per year, with four showings each day. Twenty to 40 attendees at each screening.

The applicant indicates that these additional uses account for less than 10 percent of total visitors each year. The applicant also states that business meetings (e.g., regular organizational meetings, speaker presentations, strategic planning sessions, workshops, etc.) and private parties (e.g. birthdays, wedding celebrations, anniversaries, etc.) are the largest segment of these additional activities. Currently three-quarters of events involve 75 or fewer persons and occur daily in different dayparts and at different locations within the 2.47-acre site. The applicant also hosts larger events up to 200 persons, one or two times per week, but projects business growth that could result in 4 of these larger events per week in the busier months. These larger events often also include amplified music. The applicant says site capacity limits the size and number of events per day, so few or no small events occur on days when 76-200 person events are scheduled. Applicant also hosts up to 6 annual local community events such as a 4th of July barbecue, gingerbread baking workshop, holiday seasons celebration in December and a benefit concert. These local events attract up to 300 attendees each.

For events with 40-200 persons, client hosts are required to use buses or vans for transporting their guests or to and from the site. For smaller events during peak season (July through November), Farmstead will provide complimentary valet parking. A minimum of 73 additional parking spaces are available one-half of a mile away in a lot at the corner of McCormick and Dowdell Lane, which will be used for employee parking. This off-site lot is leased by the applicant in 5-year periods. Should the lease not be renewed, the applicant will be required to find parking at another similar location or a use permit amendment may be required.

The applicant is seeking approval of a use permit amendment and design review in order to memorialize all activities currently occurring on-site, not originally approved in the 2009 Use Permit amendment and also permit proposed future activities (i.e., addition of a butcher shop and baking operation) detailed in the project description. The existing farmer's market building will be reconfigured by remodeling and expanding the existing structure by 408 sf to accommodate a butchery and retail meat sales. Existing butchery operations will be moved from the restaurant

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to the reconfigured space and the farmer's market will then offer fresh meat and charcuterie for sale, in addition to existing farmer's market products. The farmer's market would continue to operate from 10 a.m. to 6 p.m. daily. The existing baking operation will be moved from the restaurant to the existing commercial kitchen in the Logan-Ives House. In addition to the 408 sf addition to the farmer's market building, 510 sf of storage space would be added to the existing south wing building and a 355 sf dry storage addition would be added to the existing restaurant building (see Figure 4).

Parking: Parking for the restaurant, general store and tasting room, farmer's market, and garden nursery (which has since ceased operation) was originally approved at 48 spaces. Farmstead at Long Meadow Ranch has added 11 spaces including three electric car-charging stations for a total of 59 spaces (as required per SHMC). On high activity days and evenings, Farmstead at Long Meadow Ranch provides free valet parking, using the onsite lot. For 40+ person events client hosts are required to use buses or vans for transporting their guests. Employees are required to park in the 73 space lot at McCormick and Dowdell. This lot is under lease to the applicant for 5 years, with extensions possible.

Employees: On average, 58 employees currently work at the site daily including the restaurant, general store, farmers' market and administrative offices, spread across shifts beginning at 3 AM and ending after midnight. The restaurant staff works generally in two shifts, afternoons and evenings. All employees park their vehicles in the supplemental parking lot. Employees are never allowed to park on-site or on any adjacent city streets. Proposed changes at the Farmstead Restaurant would not require the hiring of additional staff beyond those currently working on the restaurant site, however, staffing levels would be reduced should the additional uses not originally approved in Resolution 2009-30 cease to operate.

Proposed Changes to Structures: As noted above, minor changes to existing buildings requiring design review approval include: a 408 sf addition to the farmer's market building for the addition of a butcher shop; a 355 sf expansion of dry storage space off the restaurant kitchen; and a 510 sf expansion of storage space on the back side of the south wing events building on the southeast corner; a sound barrier approximately 4 ft. in height to an existing air-conditioning unit on the restaurant building; a sound attenuator to the exhaust outlet on the primary air conditioning unit on the restaurant building; and a sound barrier to the kitchen exhaust fan on the events building.

Proposed Site Improvements: There are minor modifications proposed to existing pathways including building and path/paving modifications, however the total proposed new/reconstructed impervious surface is below 5,000 sf. Based on this, existing drainage features are identified by the applicant as adequate and no alterations to existing drainage patterns or conveyances are proposed. Approximately 255 ft of 8 ft fence will be installed on the east side of the property to buffer the adjacent property from noise and light.

TABLE 1: Farmstead at Long Meadow Ranch Project Uses

Activity	Original Use Permit (No. 2009-30)	Proposed Use Permit Amendment
Restaurant/Bar	<ul style="list-style-type: none"> • 160 Seats • Supplemental kitchen approved and constructed (2013). 	<ul style="list-style-type: none"> • Additional 355 sf dry storage space to be added. • Noise attenuation enclosures added to existing equipment and outdoor space. • No change in use.
Wine Tasting Room & Office	<ul style="list-style-type: none"> • Approved in historic Logan-Ives House. 	<ul style="list-style-type: none"> • Miscellaneous retail sales. • Commercial kitchen for wine and food pairings (chef's table). • Wine and liquor tasting now under restaurant ABC License.
Café	<ul style="list-style-type: none"> • Not included in Use Permit no. 2009-30 	<ul style="list-style-type: none"> • 40 outdoor seats. • 7:00 am to 4:00 pm.
Fitness Classes	<ul style="list-style-type: none"> • Not included in Use Permit no. 2009-30 	<ul style="list-style-type: none"> • 2-3 classes per week. • Classes start at 7:00 am. • Up to 12 attendees per class.
Farmer's Market	<ul style="list-style-type: none"> • Open air produce market was approved. 	<ul style="list-style-type: none"> • Daily: 10 am to 6 pm. • Retail butcher shop to be added in remodeled building expanded by 408 sf. • No Change in hours.
Nursery (now Outdoor Live Music and events space)	<ul style="list-style-type: none"> • Nursery ceased operations in 2011. 	<ul style="list-style-type: none"> • Nursery indoor and outdoor space now used for private parties, meetings, fitness classes and other functions. • 510 sf storage space would be added to this building. • Daily events up to 75 persons. • Up to 4 events per week with up to 200 persons with amplified outdoor live and recorded music. • Up to 6 community events per year with up to 300 persons attending. • Operating from 9 am until 10 pm. • Film screenings up to 4 times per year with 4 showings per day and up to 40 attendees at each screening.
Total Building Space	<ul style="list-style-type: none"> • 10,822 sf 	<ul style="list-style-type: none"> • 12,095 sf
Parking	48 parking spaces approved	59 spaces on-site plus 73 off-site supplemental spaces

Long Meadow Ranch Lodging Project – 1000 Mills Lane

The lodging component of the Project would occur on approximately 6.1 acres of an overall 10 acre site; the remaining 3.9 acres would continue to be used for agricultural purposes. The Project proposes 65 guest rooms spread throughout 10 individual buildings that are configured with either 6 or 7 guest rooms per building. The lodging buildings will total approximately 32,100 square feet and will be single story with a maximum height of 29 feet.

Each guest room will have two bicycles assigned and stored at the room for guests' exclusive use. In addition, staffed courtesy electric-powered carts will also be available to ferry guests between properties. EVA charging stations will be provided for guests' vehicles and the Project's courtesy vehicles. Throughout the lodging portion of the property, farming will continue with an edible landscape of herbs, fruit and citrus trees, and vegetables planted along the pathways. The perimeter of the property will be lined two- and three-deep with fruit trees, creating a commercial fruit orchard, as well as providing a visual buffer to Main Street and Mills Lane.

In addition to the lodging buildings described above, the Project includes the following components:

A 9,882 sf multi-purpose building with the following amenities:

- Guest reception and administration area;
- Office space;
- A bar and lounge area;
- A meeting/classroom with a demonstration kitchen primarily for lodging guests, however cooking and food preparation classes will also be open to the public on a scheduled and by appointment basis;
- A commercial kitchen which will prepare daily breakfast, assemble room service meals, provide prep for cooking demonstrations, and support the daily chef's table featuring wine and food pairings for up to 20 people per sitting. The Chef's Table will service both lodging guests and also be open to the public by reservation only;
- Outdoors areas for lodging guest use only; and
- Staff facilities located in the multi-purpose building will include a break room, restrooms, lockers and showers, and covered bicycle parking.

Additional Facilities and Buildings:

- A 3,452 sf utility and service building which would include a bicycle center for guests, housekeeping, pool support and a green energy facility. This building would also accommodate a small laundry area serving incidental needs for the pool, gym, spa and lodging.
- A 3,114 sf spa building which would include four treatment rooms and two saunas;
- A 2,652 sf pool and fitness building which would include a gym, lockers, and showers;
- Two outdoor pools, including one children's pool, would be located in-between the three buildings; and
- Two (2) 1,000 sf agricultural barns in the northeast corner of the agriculturally zoned area will house tractors, farm equipment and will accommodate repair and maintenance activities.

The spa, pool and fitness building and associated pools would be for use by lodging guests only. Construction of the buildings described above would result in approximately 53,200 sf of new commercial floor area on the currently vacant property.

Employment

On average up to 65 employees, split into 3 shifts will work daily at the property. If employees travel to work by automobile, they will park at the supplemental parking lot located at McCormick and Dowdell. The applicant has a 5-year lease for the property with the potential for extensions. Secure covered bicycle storage, showers and lockers will also be provided for employees. A transportation demand manager (TDM) will be appointed to facilitate employee car-pooling and other programs to reduce vehicle miles traveled (VMT).

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Ten employees already working at the current restaurant will support breakfast and room service at the lodging facility. An additional 11 employees will be added to the existing marketing, sales, reservations and support services already operating for Farmstead at Long Meadow Ranch (these employees will work at the LMR offices at 801 Main Street, St. Helena).

Access and Parking

Automobile access to the lodging facilities will be from Mills Lane.

Mills Lane will be realigned with Grayson Avenue at Highway 29 and widened to accommodate two lanes of traffic and parallel parking on both sides of the street. In addition, a 10' class 1 sidewalk and landscaping strip will be added on the north side of the street to accommodate pedestrian and bicycle traffic. Stop signs will be added at the north end of La Fata and at the exit from the Lodging driveway entrance. With the improvements of Mills Lane, a proper connection to La Fata will be completed at the same time. Also, a sidewalk will be added to the west side of La Fata. LMR will complete the construction of the Mills Lane and La Fata Street improvements prior to the opening of the lodging with costs allocated per the Highway 29 Specific plan.

The entrance to the registration parking court and parking lot will be aligned with La Fata Street. There will be 80 onsite parking spaces, 15 more than is required by city code. All employee parking will be at the supplemental lot located at McCormick and Dowdell. Employees will not be allowed to park on site or on neighboring side streets. The applicant will provide an on-call shuttle for employees to both sites when needed at night.

Secure bicycle parking will also be available for general public guests not staying at the lodging.

Water

The lodging and related facilities' needs for potable water (identified as approximately 5.8 acre-feet annual requirement) will be fulfilled through a connection to the City of St. Helena water system. Existing on-site non-potable wells will service all agricultural and landscaping activities. The pool will initially be filled by water from outside the City of St. Helena. To achieve the City's requirements for water neutrality the Project proposes to pay in lieu fees to fund an offset program as further described in the section on utilities.

CONSTRUCTION

Construction work will be limited to the days and hours set by the City's Municipal Code Section 17.16.030.

With the approval of the Development Agreement and various project entitlements, construction could begin in 2020 with completion targeted for late-2021.

REQUIRED DISCRETIONARY AND OTHER CITY APPROVALS

Farmstead Restaurant site (738 Main Street)

- Use permit amendment to memorialize all current and proposed uses on-site; and
- Design review for exterior modifications to existing buildings.

Lodging site (1000 Mills Lane)

- Use permit to authorize a lodging project;
- Design Review for all structures;
- Variance to allow for a non-resident manager;
- Adoption of new joint water use agreement;
- Lot line adjustment and lot merger;
- City Council approval of water offsets;
- Vacation of right of way; and
- A Development Agreement covering improvements to Mills Lane and Affordable Housing.

OTHER PUBLIC AGENCY REVIEW REQUIRED

- Cal Trans District 4
- Regional Water Quality Control Board
- California Public Utilities Commission
- California Air Resources Board

CONSULTATION UNDER AB 52

In accordance with AB 52 (PRC Section 21084.2), lead agencies are required to consider Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register, or the Lead agency, at its discretion, chooses to treat resources as such. AB 52 mandates that a lead agency initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource. Should the tribe respond requesting formal consultation in accordance with the procedural requirements of AB 52, the lead agency must work with the tribe or representative thereof to determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts.

In accordance with AB 52, a summary of the proposed project was mailed to the following local tribes on September 29, 2016:

- Yocha Dehe Wintun Nation Tribe
- Mishewal Wappo Tribe of Alexander Valley

A response requesting a site visit was received from the Yocha Dehe Wintun Nation Tribe on November 4, 2016. Subsequently, staff, the project proponent and a representative of the Tribe met at the project location for a site inspection on November 30, 2016. No changes to the proposed project were needed following consultation.

No other Tribes requested consultation under AB 52.

DOCUMENTS INCORPORATED BY REFERENCE

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

- City of St. Helena, General Plan Update 2040;
- City of St. Helena, Zoning Ordinance, as amended;
- City of St. Helena, Highway 29 Specific Plan.

Additional documents not reflected in this section are identified and analyzed within the Initial Study. These documents are available for review at the City of St. Helena Planning Department, 1572 Railroad Avenue, St. Helena, CA 94574.

ENVIRONMENTAL PROCEDURES AND CHECKLIST

This Initial Study presents a preliminary evaluation of the potential environmental impacts resulting from the Project. The Initial Study was prepared in accordance with the California Environmental Quality Act (Public Resources Code Section 21000-21178.1) and the Guidelines for Implementation of the California Environmental Quality Act (Chapter 3, Title 14, California Code of Regulations of the CEQA Guidelines). This Initial Study considers all aspects of the Proposed Project, as required by Section 15063(a) (1) of the CEQA Guidelines Section 15063(a) (1) of the CEQA Guidelines requires that all phases of project planning, implementation, and operation must be considered in the Initial Study of the project.

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

SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

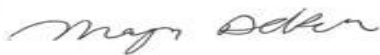
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| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
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DETERMINATION:

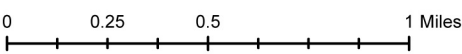
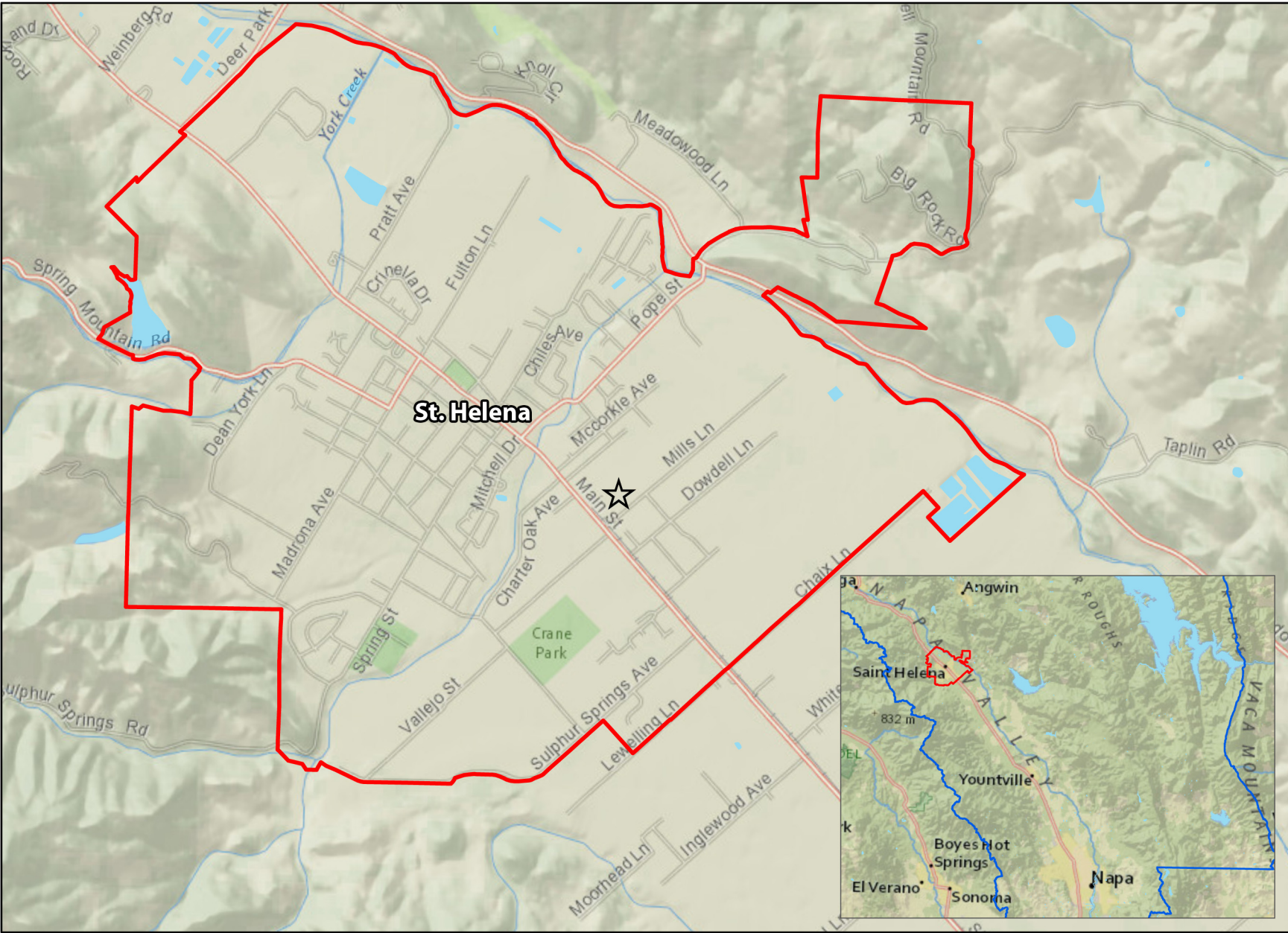
On the basis of this initial evaluation:

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



Maya DeRosa, AICP
Planning and Building Director
City of St. Helena

Date: May 29, 2020

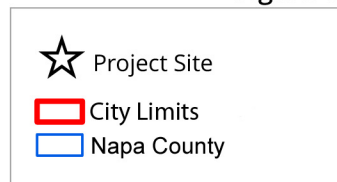


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Regional Location

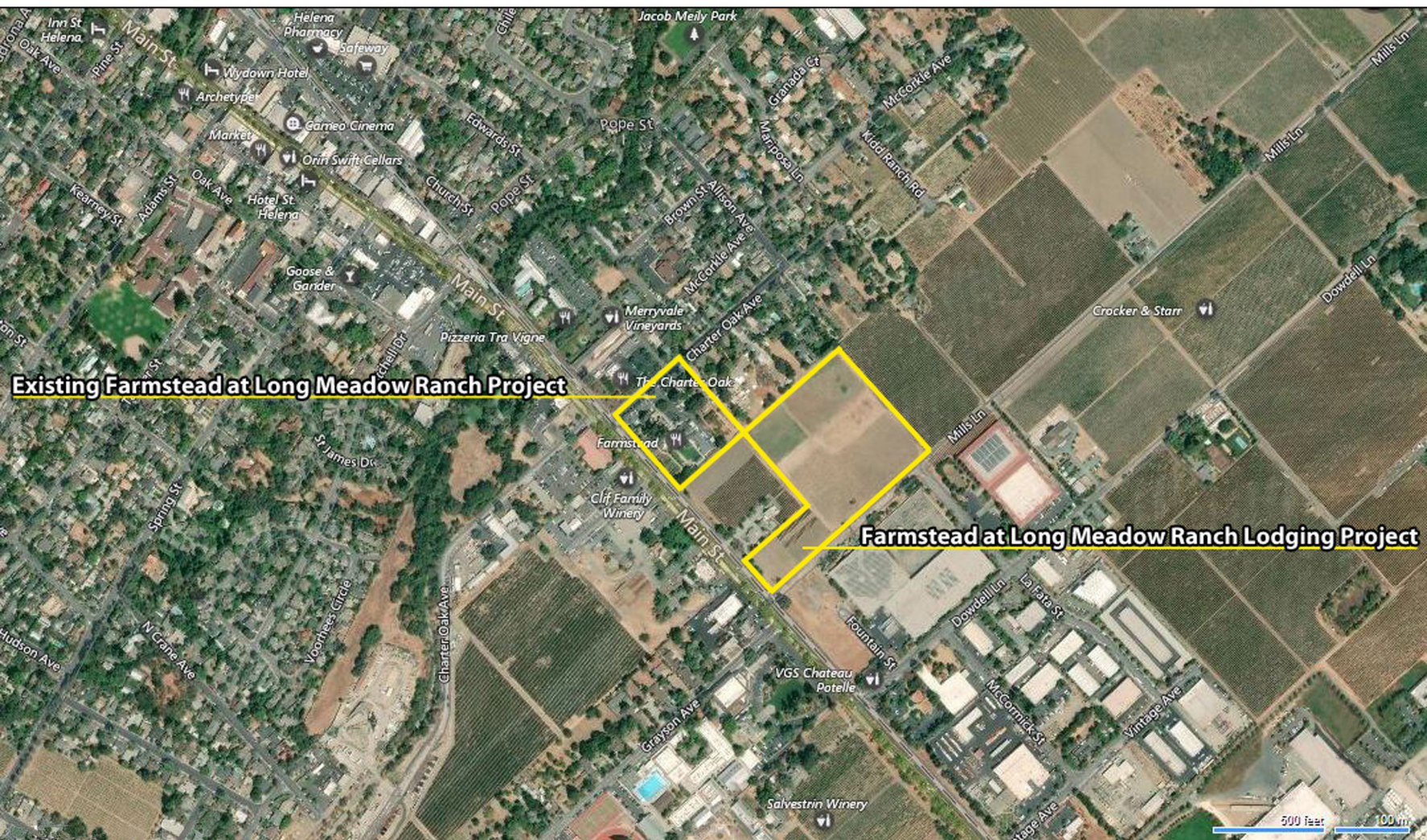
Farmstead at Long Meadow Ranch

St. Helena, California



Data source: Napa County GIS

Figure 1



Project Location
Farmstead at Long Meadow Ranch
St. Helena, California

Figure 2

 Project Site

MAIN STREET

FARMSTEAD AT
LONG MEADOW RANCH

AG
BARN

APN 009-070-062
AGRICULTURE

ZONE A-20
ZONE SC

ST. HELENA
VETERINARY CLINIC

SPA
BUILDING

GUEST LODGING
NORTH

MULTI-PURPOSE
BUILDING

UTILITY
BUILDING

POOL
POOL &
FITNESS
BUILDING

GUEST LODGING
SOUTH

PARKING

APN 009-070-049

APN 009-070-063

APN 009-070-054

MILLS LANE

LA FATA

APPROXIMATE LIMITS OF ROAD TO
BE ABANDONED.
MILLS LANE RE-ALIGNMENT
10' WIDE CLASS-1 SIDEWALK / BIKE
PATH

PUBLIC PARKING:
42 SPACES

Lodging Site Plan

Farmstead at Long Meadow Ranch

St. Helena, California

Figure 3



Figure 4

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a. Have a substantial adverse effect on a scenic vista?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

The City of St. Helena is situated in the relatively narrow valley floor and framed by wooded foothills of the Mayacama and Vaca Mountain ranges located to the west and east, respectively. The valley floor undulates to the north and exhibits a gradual rise in elevation in a northerly direction of approximately 362 Feet above sea level which provides for the occasional interruptions in the vistas as viewed from the City. Foothills are readily visible from most locations in the flatland areas of the City, particularly from east/west oriented streets.

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

Natural features that contribute to the distinct character of St. Helena include Sulphur Creek, York Creek, the Napa River, and oak and bay wooded hillsides located at the north end of St. Helena and at the base of Howell Mountain Road, east of the Napa River. Agricultural land uses, primarily viticulture, account for approximately 48 percent of the city's land use. As such, the vineyards serve as dynamic visual features and are central in defining the visual character of the City. The long-established urban form within the City limits contrasts with the surrounding natural and agricultural features and provides for a distinct visual character. Notable visual features include distinctive architecture, tree lined streets, and the interspersed vineyards.

The two Projects' design call for minor improvements to the existing Farmstead facilities as well as construction of a lodging and agricultural learning center as part of the Farmstead at Long Meadow Lodging Project on an adjacent site. Integrated into the Lodging's agricultural setting will be 65 new guest rooms/suites. The buildings are configured with courtyards or porches. Throughout the lodging portion of the property, farming will continue with an edible landscape of herbs, fruit, citrus trees, and vegetables planted along the pathways.

REGULATORY SETTING

General Plan Update 2040

General Plan Policies related to the proposed project include the following:

- LU3.5 Ensure that new retail and commercial development is compatible with and complementary to St. Helena's small-town image.
- LU3.11 Ensure that new commercial development does not obstruct view corridors to the mountains.
- CD1.8 Require, to the extent feasible, that all new development include underground utilities to minimize their negative visual impact.
- CD1.1 Ensure high-quality design and construction through a robust design review process.
- CD2.3 Encourage distinction within and between buildings by varying roof lines and articulating building facades.
- CD5.1 Preserve the visual and physical connection to agriculture by protecting views from streets, parks, and open spaces to vineyards, agriculture, and hillsides. Where new streets are extended adjacent to agriculture, encourage hillside, and vineyard views by maintaining agricultural activities at the road edge. Existing east and west entries should be maintained in their current appearance, protecting and improving views of vineyards and the surrounding hillsides wherever possible.
- CD5.2 Use public streets or pathways to form the edge of developed areas, allowing views of open space from streets.
- CD5.3 Ensure that key gateways into the City receive special, character-defining treatments and landscaping. Consider establishing landmark trees along the roads that serve as gateways to the City. New commercial development on Main Street south of the Sulphur Creek bridge should be carefully designed to provide an appropriate gateway into the downtown area.
- CD5.4 Preserve and enhance the City's nighttime environment and quiet rural sounds of the night for residents and wildlife by limiting the negative effects of artificial lighting.

Highway 29 Specific Plan

The design objectives of the Highway 29 Plan include:

- Promote a high quality of development in the Specific Plan area that is consistent with the design standards required of other recent developments in the city.
- Upgrade community image by improving the southerly approach into St. Helena south of the Highway 29 bridge.

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

- Promote tasteful, high quality landscaping along Highway 29 and other streets within the Specific Plan area.
- Require preparation of master sign plans for all new development to ensure compliance with the City's sign ordinance.

The Specific Plan provides numerous guidelines. The following guidelines are intended to apply to development applications within the Specific Plan area in addition to the regulations and purposes in the St. Helena Zoning Ordinance, the remainder of this Specific Plan and the General Plan:

- Grading and fill in the Specific Plan area shall be designed to control stormwater runoff and blend with the natural environment through careful rounding of the toes and tops of fill. Grading permits that include conditions to this effect shall be required prior to the commencement of any grading operations.
- Site design for new projects shall include generous landscaped areas along the west side of Highway 29 and buffer plantings east of the Wine Train tracks for properties lying on the east side of the Highway.
- To the extent possible, buildings and building entrances should be sited near Highway 29 with parking areas to the rear. On the west side of Highway 29, access to parking areas can be via the extension of Oak Avenue. Generous landscaped setbacks shall be provided adjacent to Highway 29.

Municipal Code Guidelines: 17.164.030 Design criteria.

- Consistency and compatibility with applicable elements of the general plan;
- Compatibility of design with the immediate environment of the site;
- Relationship of the design to the site;
- Determination that the design is compatible in areas considered by the board as having a unified design or historical character;
- Whether the design promotes harmonious transition in scale and character in areas between different designated land uses;
- Compatibility with future construction both on and off the site;
- Whether the architectural design of structures and their materials and colors are appropriate to the function of the project;
- Whether the planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors and the general community;
- Whether the amount and arrangement of open space and landscaping are appropriate to the design and the function of the structures;
- Whether access to the property and circulation systems are safe and convenient for pedestrians, cyclists and vehicles;
- Whether natural features and vegetation are appropriately preserved and integrated with the project;
- Whether the materials, textures, colors and details of construction are an appropriate expression of its design concept and function and whether they are compatible with the adjacent and neighboring structures and functions;
- Whether the landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors, create a desirable and functional environment and whether the landscape concept depicts an appropriate unity with the various buildings on the site;

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

- Whether sustainability and climate protection are promoted through the use of green building practices such as appropriate site/architectural design, use of green building materials, energy efficient systems and water efficient landscape materials.

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

Farmstead at Long Meadow Ranch is seeking an amended use permit and design review approval to reflect current and planned uses, primarily related to a change from the former nursery use. The 2009 Use Permit allowed for:

- An increase in the Eating and Drinking Establishments Inventory to allow the establishment of a wine tasting room and a 160-seat restaurant at 738 Main Street.
- A Use Permit Amendment to retain the existing plant nursery and add food, wine, farm and community garden uses. The proposed uses include the conversion of the retail barn to a restaurant and the construction of an open-air produce market. The historic residence will be converted into a wine tasting room and offices.
- The 2009 Design Review for the addition of on-site parking spaces, construction of a covered product market, minor modifications to the exterior of the historic home to accommodate accessible entrances and to add a trellis to the retail barn.

The existing farmer's market building will be reconfigured to include butchery and retail meat sales. Existing butchery operations will be moved from the restaurant to the reconfigured space and the farmer's market will offer for sale, in addition to existing farmer's market products, fresh meat and charcuterie. The existing baking operation will be moved from the restaurant to the existing commercial kitchen in the Logan-Ives House. Expansion of storage space in two current buildings is also planned. Minor modifications are proposed to existing pathways.

The visual change for the farmer's market is wrapping the existing porch in horizontal spaced boards enclosing it to create a larger indoor space (+408 SF) for the butchery and retail meat sales. At the restaurant the storage space is a small addition that nests below the porch roof. A second storage space is set behind the existing south wing. Both of these additions will conform to the style and aesthetics of these existing two buildings.

Treatments designed to minimize noise include increasing the height and noise attenuating features of the of the existing fence along the property line with an eight-foot tall noise barrier and adding barriers to shield the AC exhausts on the top of the barn/catering building and restaurant. While these structures would increase the height over existing, their primary visibility is limited to the property to the east. Existing dense vegetation provides a visual screen to the farm buildings on the eastern property. An extension of the walls of the restaurant/bar building is proposed to provide additional noise attenuation of the bar area. This wall, approximately 8 feet high, will be visually "softened" with a continuation of the chimney vine along the northern side. This structure will be primarily visible from the on-site parking area.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The Lodging Project is set back from Highway 29 (Main Street). The closest proposed building to Highway 29 is the Fitness Center which is almost 250 feet from Highway 29. The visibility of the Proposed Project is softened by several rows of trees along its Highway 29 viewshed as well as along the Mills Street frontage. The surrounding uses include a veterinary clinic along Highway 29, the existing Farmstead operation adjacent and to the northwest, residential uses to the north, agricultural uses to the east along with warehousing and a large PG&E sub-station across Mills Lane.

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

The Lodging Project is designed to highlight the agricultural setting of St. Helena and the Napa Valley. The farmland in the agricultural view shed between Farmstead and the proposed lodging is the central feature of the overall site. The open farmland provides long views across the valley and a transition between the service commercial zone to the south and downtown to the north. Paths from the farmland extend across the site to the service commercial zone creating a direct experiential and visual link of the lodging with the farming. A multipurpose barn building anchors the eastern property edge and a fitness center is set at the western edge of the site. The barn roof silhouettes of these two buildings set the project in the larger valley floor and provide continuity with Dr. Gold's barn (the veterinary clinic) to the west and the barn roof of Farmstead to the north.

One story cottage buildings with porches and smaller garden spaces are set in between these barns. The cottage forms draw on earlier Napa Valley buildings with porches, gable roofs and small fenced gardens. Materials are simple with corrugated roofing, vertical board siding and double hung windows. A quiet vernacular architecture with shade covered indoor to outdoor spaces and orchards throughout will create the Lodging Project experience. The primary materials are white painted vertical boards, board and batten, natural cedar vertical boards and light gray corrugated metal roofs, consistent with Napa Valley's architecture setting. Setting farming at the center, the Proposed Lodging Project draws on the agricultural setting to provide a transition from the service commercial along Highway 29 to the vineyards to the east.

The Lodging Project maintains the same farm architectural style as the existing adjacent Farmstead and Veterinarian clinic structures, consisting only of single-story buildings (16' for the guest room buildings; 29' for the multi-purpose building; and 26' for the wellness building) throughout, creating a rural setting with farm lands, fruit and vegetable landscaping among the buildings and shielding the parking with multiple rows of fruit trees. In addition, the Project will provide bicycle and walking paths into downtown while maintaining off-street parking for cars away from the downtown area.

Green design measures will be incorporated throughout the Project. The Project will consist of edible vegetables and fruit plants and trees and limited decorative planting consisting of native and/or drought tolerant plant species. Hydro-zones will be utilized to make efficient use of water in compliance with City ordinances. The property will have two to three rows of orchard trees along Hwy 29 and Mills Lane to soften its appearance from Highway 29.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-d) **Less Than Significant Impact.** Changes to the existing Farmstead facilities will primarily involve interior construction. New construction will not be visible from off-site as the new structures are separated by existing buildings or existing landscaping. The visual change for the farmer's market is wrapping the existing porch in horizontal spaced boards enclosing it to create a larger indoor space for the butchery and retail meat sales. At the restaurant the storage space is a small addition that nests below the porch roof. A second storage space is set behind the existing south wing. Both of these additions will conform to the style and aesthetics of these existing two buildings. The noise attenuation features are only visible from on-site or from the farm buildings at the rear of the adjacent parcel to the east.

No impacts to a scenic vista or scenic resources near a scenic highway will occur with the Project as it is an existing commercial operation and will continue to be so. The development will retain the historic Logan-Ives House on-site (no exterior alterations are proposed) and maintain visual characteristics of the area. Any new lighting would be focused on path lighting, not resulting in any new substantial sources of light and glare. Therefore, impacts to visual resources, related to the existing Farmstead facilities, are determined to be less than significant.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a,b) **Less Than Significant Impact.** While the Project is located in a visually prominent scenic corridor, it does not contain scenic resources (trees, rock outcroppings or historic buildings) related to a State designated scenic highway as there are no officially designated scenic highways in St. Helena per the Department of Transportation. Therefore, the Project site will not impact any State designated scenic highways. City of St. Helena planning documents depict Highway 29 as an arterial roadway and the 2040 General Plan set a goal of investigating the possibility of obtaining a scenic highway designation for Highway 29 through St. Helena (Policy CD5.E), however this has not yet happened. The Project proposes to provide improvements onsite (including street trees, an orchard, setbacks, landscaping, and paths) in anticipation of meeting a future scenic corridor designation.

The Lodging Project is designed to be consistent with the agricultural setting of St. Helena and the Napa Valley. The farmland in the agricultural view shed between Farmstead and the proposed lodging is the central feature of the overall site. The open farmland provides long views across the valley and a transition between the service commercial zone to the south and downtown to the north. Paths from the farmland extend across the site to the service commercial zone creating a direct experiential and visual link of the lodging with the farming. A multipurpose barn building anchors the eastern property edge and a fitness center is set at the western edge of the site. The barn roof silhouettes of these two buildings set the project in the larger valley floor and provide continuity with Dr. Gold's barn to the west and the barn roof of Farmstead to the north.

The Project will not conflict with any current local policies or ordinances protecting scenic resources, policies or ordinances, and will not result in any significant impacts, therefore the impacts have been determined to be less than significant.

- (c) **Less Than Significant Impact.** While the Project will convert a parcel that is currently undeveloped to one that is developed, a portion of the site will remain in agriculture. The portion of the site most visible to the majority of the viewers (the view from Highway 29) will be altered from an open field to a lodging structure. This change in visual character will be minimized by screening trees along Highway 29 and Mills Lane. Evergreen screening trees will wrap the property along Mills Lane and the western border parallel with Highway 29. These California pepper trees, selected for the graceful form of their dense, low canopies, will reach up to 40' in height at maturity, effectively screening the lodging buildings from the two roads. Adjacent rows of fruit trees will create a secondary layer of screening, providing glimpses of the seasonal farming cycle and historic Napa Valley landscape.

The portion of the property zoned agricultural will be maintained as a working farm raising fruits and vegetables to be used in the Farmstead Restaurant. The Service Commercial portion is designed to be consistent with the City's design criteria 1) providing a harmonious transition between the different designated land uses, 2) using architectural designs and materials consistent with neighboring structures and 3) providing an appropriate balance of buildings, landscape and open space, and, therefore, will not result in any significant impacts. The Project shall be consistent with the Highway 29 Specific Plan Design Guidelines.

Therefore, the project will have a less than significant impact on the existing visual character.

- (d) **Less Than Significant Impact.** The City of St. Helena requires that lighting fixtures be shielded or recessed to reduce light bleed to adjoining properties, and that each light fixture be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site. The Project will be conditioned to ensure compliance with these City objectives. The Project shall demonstrate at the time of building permit application that lighting has

been designed to be adequate without spilling off the property to ensure compliance with City requirements. Compliance with these requirements will ensure that the Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and, therefore, would result in a less than significant impact.

MITIGATION MEASURES

None required.

STANDARD MEASURES

A standard condition of approval regarding exterior lighting requirements will be placed on the Project as part of design review. Conformance review shall occur at the building permit stage.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena Municipal Zoning Code.
- California Department of Transportation, Scenic Highway Program.
- City of St. Helena Highway 29 Specific Plan, February 22, 2005.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

The Farmstead Restaurant property is designated as Service Commercial and the Farmstead at Long Meadow Ranch Lodging property as Service Commercial and Agricultural in the current General Plan 2040 Update. The City of St. Helena planning documents focus on the need to provide for agricultural uses, wineries, single family residences and public and quasi-public uses, and the Farmstead and the Long Meadow Lodging Projects are both consistent with proposed service-oriented development only in the areas designated for service commercial use. The areas designated for agriculture are preserved for agriculture or agricultural support uses (e.g. orchards, gardens).

REGULATORY SETTING

California Department of Conservation

The existing Farmstead property is designated as “Urban Land and Built-up Land” by California Department of Conservation (DOC) Division of Land Resources Protection, Farmland Mapping and Monitoring Program (2016). The Farmstead at Long Meadow Ranch Lodging component has a split designation of “Urban Land and Built-up Land” and “Farmlands of Local Importance”.

The DOC’s Farmlands Mapping Program defines the two categories as follows:

“Land Urban and Built-up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.”

Urban and Built-up Land is used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes. Highways, railroads, and other transportation facilities are mapped as a part of Urban and Built-up Land if they are a part of the surrounding urban areas.

Units of land smaller than 10 acres will be incorporated into the surrounding map classifications. The building density for residential use must be at least 1 structure per 1.5 acres (or approximately 6 structures per 10 acres). Urban and Built-up Land must contain man-made structures or buildings under construction, and the infrastructure required for development (e.g., paved roads, sewers, water, electricity, drainage, or flood control facilities) that are specifically designed to serve that land. Parking lots, storage and distribution facilities, and industrial uses such as large packing operations for agricultural produce will generally be mapped as Urban and Built-up Land even though they may be associated with agriculture.

Urban and Built-up Land does not include strip mines, borrow pits, gravel pits, farmsteads, ranch headquarters, commercial feedlots, greenhouses, poultry facilities, or road systems for freeway interchanges outside of areas classified as Urban and Built-up Land areas.

Within areas classified as Urban and Built-up Land, vacant and nonagricultural land which is surrounded on all sides by urban development and is less than 40 acres in size will be mapped as Urban and Built-up. Vacant and nonagricultural land larger than 40 acres in size will be mapped as Other Land.

“These farmlands include areas of soils that meet all the characteristics of Prime Farmland or of additional Farmland of Statewide Importance with the exception of irrigation. These farmlands include dryland grains, haylands, and dryland pasture.” Farmland of Local Importance is land of importance to the local economy, as defined by each county’s local advisory committee and adopted by its Board of Supervisors. Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of

Prime, Statewide or Unique Farmland. Authority to adopt or to recommend changes to the category of Farmland of Local Importance rests with the Board of Supervisors in each county.

Farmland of Local Importance is either currently producing crops, has the capability of production, or is used for the production of confined livestock. Farmland of Local Importance is land other than Prime Farmland, Farmland of Statewide Importance or Unique Farmland. This land may be important to the local economy due to its productivity or value. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use. In a few counties the local advisory committee has elected to additionally define areas of Local Potential (LP) farmland. This land includes soils which qualify for Prime Farmland or Farmland of Statewide Importance, but generally are not cultivated or irrigated. For reporting purposes, Local Potential and Farmland of Local Importance are combined in the acreage tables but are shown separately on the Important Farmland Map.

Farmland of Local Importance is initially identified by a local advisory committee (LAC) convened in each county by FMMP in cooperation with the USDA-SCS and the county board of supervisors. LAC membership is very similar to the map reviewers list on page 6 of this document. Authority to recommend changes to the category of Farmland of Local Importance rests with the board of supervisors in each county. The FMMP presents each draft map to the board of supervisors for their review. After the presentation of this map, the board of supervisors has a 90-day review period in which to request any needed modifications. An extension may be granted upon request. The board of supervisors may then approve or disapprove the Farmland of Local Importance category. The FMMP will accept the recommendation of the board of supervisors if it is consistent with the general program guidelines.

If no action is initiated by the county to identify or adopt a Farmland of Local Importance definition within a year of contact by FMMP, the county will be deemed to have no adopted definition for Farmland of Local Importance.

Any revision to the initial board of supervisors' action on Farmland of Local Importance will require 30-day written notice to FMMP and members of the LAC. This process may require reconvening of the LAC.

County definitions of Farmland of Local Importance are contained in Appendix C.

General Plan Update 2040

The City's current General Plan provides the following policy guidelines for agricultural land:

- LU5.1 Discourage conversion of existing farmland to non-agricultural uses.
- LU5.3 Strictly limit development on properties existing at the time of the adoption of this General Plan that are designated as agricultural land.
- LU5.5 Encourage the use of sustainable agricultural practices.
- LU5.6 Permit wineries and other agricultural-related industries to locate in the city if their location does not adversely impact surroundings, uses, or city services (water, traffic, etc.) or the quality and character of the community.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-e) **No Impact.** The Farmstead property is fully developed and the proposed changes will neither effect designated farmlands nor conflict with Williamson-contracted lands/agriculturally zoned lands. The site is urban and contains no timberland or forest resources. The site is in an urban area that is

projected for development with limited trees on-site and no forest resources on or near the site. The current uses and the proposed expansion of additional storage areas and the reconfiguration of existing uses is consistent with all of the City's General Plan policies and other regulatory criteria noted above. The Project would have no impact to agriculturally designated lands or forest resources. The current and proposed uses support, either directly or indirectly, agricultural lands.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a,e) **Less Than Significant Impact.** A portion of the Project site (approximately 3.9 acres) is designated Farmlands of Local Importance of the California Resources. Historical photos indicate that a portion of the site has been used for agricultural uses in the past. The Project site designated for development is located within St. Helena's Urban Growth Boundary, and has long been zoned for development. The portions of the site designated as Agricultural in the General Plan are currently supporting some agricultural activity and will be preserved as a working farm and an integral part of the Proposed Lodging's farm-oriented focus. The agricultural theme will be maintained on the acreage designated as service-commercial in the form of an edible landscape. Adjacent properties to the northwest and northeast are similarly zoned for development. As the proposed project will not result in the conversion of prime, unique, or farmland of statewide importance and as agricultural uses will continue on-site, this impact is considered less than significant.
- (b) **No Impact.** Neither the Project site nor the adjacent properties are under a Williamson Act contract. Therefore, the Project would not impact existing agricultural zoning or Williamson Act contract for the property.
- (c,d) **No Impact.** The site is in an urbanizing area that is projected for development with no trees on-site and no forest resources on or near the site. Therefore, the Project would have no impact to forest resources.

MITIGATION MEASURES

None required.

SOURCES

- California Department of Conservation (CDC), Division of Land Resources Protection, Farmland Mapping and Monitoring Program (2016).
- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- Marcus H. Bole & Associates, Biological Evaluation, Long Meadow Ranch Project – St. Helena, CA, September 6, 2016.
- RGH Geotechnical and Environmental Consultants, Geotechnical Engineering Report Update, Mills Lane Lodging Project, St. Helena, California, February 23, 2017.

FARMSTEAD AT LONG MEADOW RANCH PROJECTS
St. Helena, California

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
III. AIR QUALITY				
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

The Project is located in Napa County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

Air Pollutants of Concern

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

The predominant TAC from construction activity is diesel particulate matter (DPM). VOCs can contain trace levels of TACs but they do not contribute to overall health risks associated with construction activities when accounting for DPM. For these reasons, construction health risk assessments are based on emissions of DPM.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), a part of the California Environmental Protection Agency (EPA), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The closest sensitive receptors include residences to the north of the Project site on Charter Oak Avenue and the St. Helena High School to the southwest of the Project site.

REGULATORY SETTING

General Plan Update 2040

The following policies relate to the proposed project:

- PS1.1 Achieve and maintain clean, healthy air for the residents of St. Helena to preserve environmental quality and community health.
- PS1.2 Support regional efforts to achieve and maintain state ambient concentration standards to protect public health, reduce adverse industrial plant effects, and enhance the visual environment. In particular, provide local support for implementation of policies and measures set forth in the Napa County Congestion Management Program.
- PS1.3 Encourage effective regulation of those sources of air pollution, both inside and outside of St. Helena, which affect air quality, by implementing as many of the recommendations of the Napa County Congestion Management Plan as is feasible.
- PS1.4 Promote an optimized land use development pattern that minimizes cumulative air quality impacts from proposed developments.

Implementing Actions

- PS1.A Minimize local adverse air quality impacts related to construction by requiring dust abatement procedures for local projects.
- PS1.C Review project proposals for their potential to generate hazardous air pollutants.
- PS1.D Develop guidelines for locating new sensitive uses, including residences, schools, and childcare facilities, away from air pollutant sources. The guidelines can include measures to mitigate air emissions from existing sources, as well as to design buildings to prevent exposure.
- PS1.E Encourage and support regional efforts to use alternative modes of transportation.
- PS1.F Consider a citywide network to help commuters arrange carpools, including online coordination capabilities and designated areas for parking and pick-up.
- PS1.G Adopt the thresholds of significance contained in the Bay Area Air Quality Management District's (BAAQMD) Guidelines for Assessing the Impacts of Projects and Plans for determining the significance of project impacts under the California Environmental Quality Act.
- PS1.H Continue to implement an ordinance to restrict exposure to environmental tobacco smoke in new and existing multi-unit dwellings, public events, and outdoor areas, such as parks and playgrounds.
- PS1.I Adopt a voluntary, employer-based transportation demand management (TDM) program for St. Helena businesses in compliance with the BAAQMD's 2017 Clean Air Plan (CAP). Components of a TDM program should include measures to reduce the use of single-occupancy vehicles for work-related commuting, such as carpool/vanpool matching services and employer-sponsored transit passes.

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

- PS1.J The potential for sources of odors that includes restaurants, auto body shops, or waste treatment facilities shall be considered when evaluating proposed residential projects and projects with sensitive recipients.

Highway 29 Specific Plan

The actions below are intended to reduce the effects of Specific Plan development on air which is essential to maintaining St. Helena's high quality of life for both residents and workers. Because of the importance of these issues, individual projects are strongly encouraged to incorporate additional safeguards into their development proposals wherever feasible.

Actions to Protect Air Quality

1. All projects involving grading and/or construction shall adopt recognized dust control measures sufficient to reduce emissions of Particulate Matter-10 microns (PM₁₀) to less-than-significant levels. Such measures may include the following, as well as additional measures as deemed appropriate by the City Engineer:
 - Watering construction sites as necessary using recycled water treated with a dust palliative or suppressant;
 - Enclosing, covering, watering, or applying non-toxic soil binders to stockpiles of soil, sand and other materials that can be blown by the wind when not in use;
 - Covering all trucks hauling soil, sand and other loose materials, or requiring all trucks to maintain at least two feet of freeboard;
 - Paving, applying water as necessary, or applying non-toxic soils stabilizers to all unpaved access roads, parking areas and staging areas at construction sites'
 - Sweeping all paved access roads, parking areas and staging areas at construction sites daily, preferably with water sweepers;
 - Sweeping streets daily if visible soil material is carried onto adjacent public streets, preferably with water sweepers;
 - Hydroseeding or applying non-toxic soil stabilizers to inactive construction areas;
 - Enforcing a speed limit of 15 mph on unpaved roads;
 - Installing silt fences or other erosion control measures to prevent silt runoff to public roadways; and
 - Replanting vegetation in disturbed areas as quickly as possible.

The Project will be subject to each of these actions to protect air quality as discussed below.

BAAQMD

The BAAQMD is the regional agency tasked with managing air quality in the region. At the State level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the State level. BAAQMD's updated its CEQA Guidelines (updated May 2017). The significance thresholds identified by BAAQMD and used in this analysis are summarized in Table III-1.

Table III-1. Air Quality Significance Thresholds

	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)	
Excess Cancer Risk	>10 per one million	>100 per one million	
Chronic Hazard Index	>1.0	>10.0	
Annual Average PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³	
Odors	Complaints	Complaints	
	No Threshold	5 confirmed complaints per year averaged over three years	
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas.			

Existing Farmstead at Long Meadow Ranch (Farmstead)

The existing Farmstead Project was constructed in 2006 and proposes only minor increases in square footage, mostly storage. No new employees would be needed. The attached Traffic Impact Report studied the impact of a 200 - person event at the project site. For the air quality analysis it was assumed that these events would occur, on average, twice per week.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The Lodging Project proposes a 65-unit full-service lodging facility with design features to reduce vehicle trips.

The Lodging Project was evaluated by Illingworth & Rodkin in August 2016 and updated in December 2019 (Attachment F) for potential air quality impacts and toxic air contaminants. That report serves as the basis for this analysis.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-e) **Less Than Significant Impact.** In the 2011 update to the CEQA Air Quality Guidelines, BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For the purposes of this evaluation the Project is using the warehousing category as it most closely resembles the Project's proposed new construction of 865 square feet of storage and 408 square feet of retail butcher shop. For operational impacts, the screening project size is identified at 121,000 square feet. For construction impacts, the screening size is identified as 259,000 square feet. Also for operational purposes, two 200-person events per week were assumed.

Projects of smaller size would be expected to have less-than-significant impacts. Since the Project proposes to develop 865 square feet of storage and 408 square feet of retail space, it is concluded that emissions would be well below the BAAQMD significance thresholds. New stationary sources of air pollution (e.g. back-up generators) have not been identified with this Project.

The Farmstead Project is a local and visitor serving mixed use commercial facility. The proposed improvements include expansion of storage facilities and an increase in the retail component by 408 square feet. The Project is too small to result in exceedances of any of the Air Quality significant thresholds. Due to the Project size, construction- and operational-period emissions would also be minor.

The analysis also included the impact of two 200-person events per week. No other significant expansion of uses, over existing, is proposed and only limited construction is proposed. Measuring the impact of a minor increase in space and the impact of two 200-person events per week resulted in no new significant air quality impacts and this impact is considered less than significant.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a-b) **Less Than Significant Impact.** The Project is a local and visitor serving project with mixed uses. Its focus is on a balance of uses and the promotion of non-vehicular transportation once guests arrive (bicycles at every room, pedestrian pathways, etc.). The Bay Area 2010 Clean Air Plan that was adopted by BAAQMD in September 2010. The Proposed Project would not conflict with the latest Clean Air planning efforts since the Project would have emissions well below the BAAQMD thresholds (see Table III-1). The Project is too small to exceed any of the significance thresholds and, thus, it is not required to incorporate project-specific transportation control measures listed in the latest Clean Air Plan.

BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions (As noted on Table III-1). Construction- and operational-period emissions would be less than significant as the 65-unit lodging project is considerably smaller than screening size identified in the 2011 update to the CEQA Air Quality Guidelines. For operational impacts, the screening project size is identified at 489 rooms. For construction impacts, the screening size is identified as 554 rooms. Lodging projects of smaller size would be expected to have less-than-significant impacts. Stationary sources of air pollution (e.g., back-up generators) have not been identified with this Project. Since the Project proposes to develop up to 65 rooms, it is concluded that emissions would be below the BAAQMD significance thresholds.

As discussed under Impact III(c), the Project would have emissions less than the BAAQMD screening size for evaluating impacts related to ozone and particulate matter. Therefore, the Project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the Project would be the pollutant of greatest concern at the local level, resulting in a less than significant impact.

- (c) **Less Than Significant With Mitigation Incorporated.** The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts.

Due to the Project size, construction- and operational-period emissions would be less than significant. In the 2011 update to the CEQA Air Quality Guidelines, BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For operational impacts, the screening project size is identified at 489 rooms. For construction impacts, the screening size is identified as 554 rooms. Lodging projects of smaller size would be expected to have less-than-significant impacts. Since the Project proposes to develop up to 65 rooms, it is concluded that emissions would be below the BAAQMD significance thresholds. Stationary sources of air pollution (e.g., back-up generators) have not been identified with this Project.

Construction activities, particularly during site preparation and grading of the 6+/- acres of the lodging component would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions. Mitigation Measure AQ-1 would implement BAAQMD-required best management practices and reduce impacts to levels of less than significant.

- (d) **Less Than Significant With Mitigation Incorporated.** Project impacts related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the Project vicinity. Construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors: the closest sensitive receptors include single-family residences adjacent to the property to the north of the Project site (and set back from the actual lodging project by 300 feet) and the St. Helena High School, less than 200 feet to the southwest of the Project site. Emissions and dispersion modeling was conducted to predict the off-site DPM concentrations resulting from Project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated. Attachment F includes the detailed health risk calculation methodology.

The Project could have a significant adverse impact with respect to community risk caused by construction activities. Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce this impact to a level of less than significant.

- (e) **Less Than Significant Impact.** The Project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These odor emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off site by resulting in confirmed odor complaints. The Project would not include any

sources of significant odors that would cause complaints from surrounding uses. This would be a less-than-significant impact.

MITIGATION MEASURES

Existing Farmstead at Long Meadow Ranch (Farmstead)

None required.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

AQ-1. Construction Dust and Exhaust Control: During any construction period ground disturbance, the applicant shall ensure that the Project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the above Mitigation Measures would reduce dust and exhaust impacts to a level of less than significant.

AQ-2. Community Risk: The project evaluated is at a preliminary design phase and the actual measures to reduce diesel particulate matter emissions may change. A performance standard and feasible measure to achieve that standard are presented in below construction parameters. It is possible that a different set of measures could be developed or the project could be reduced in scope following entitlement that would change the requirements to reduce DPM emissions.

1. Select equipment during construction to minimize emissions.

2. The Project shall develop a plan demonstrating that the off-road equipment used on-site to construct the Project would achieve a fleet-wide 72 percent reduction in PM_{2.5} exhaust emissions or more by requiring that all mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.
3. The construction contractor shall use all measures to minimize construction period DPM emissions to reduce the calculated cancer risk and annual PM_{2.5} concentrations below the thresholds. The use of equipment shall include CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) to meet this requirement. Other measures shall include the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts

IMPACT SIGNIFICANCE AFTER MITIGATION

Implementation of the Mitigation Measures listed above would reduce construction related impacts to a less than significant level.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena, Highway 29 Specific Plan, February 22, 2005.
- Illingworth & Rodkin, Inc., Draft Air Quality & Greenhouse Gas Emissions Assessment, Farmstead at Long Meadow Ranch Expansion Project, August 23, 2016; updated December 2019 and February 2020.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

REGULATORY SETTING

General Plan Update 2040

The following General Plan policies relate to the proposed project:

- OS1.1 Preserve and enhance St. Helena's riparian corridors for their value in providing wildlife habitat, biodiversity, natural drainage, and visual amenity.
- OS1.2 Prohibit development, alteration, and/or removal of native vegetation from riparian areas. Disallow invasive species that degrade habitat quality.
- OS1.3 Protect and enhance contiguous corridors of riparian vegetation along the Napa River and its tributaries in order to support regional wildlife movement and enhance aquatic habitat.
- OS1.4 Protect natural habitats that have the potential to support rare, endangered, or special-status wildlife and plant species. Control invasive species that degrade habitat quality.
- OS1.5 Restrict development of hillside areas in order to protect wildlife, vegetation, viewsheds, and open space characteristics.
- OS1.6 Manage invasive species that degrade habitat quality, especially along the Napa River and its tributaries.
- OS1.7 Promote, encourage, and require sustainable agricultural practices that are sensitive to natural habitat and do not harm wildlife.

Highway 29 Specific Plan

- Protect identified endangered and special-status plants and animals and their respective habitats through individual resource management plans prepared for properties containing or adjacent to such resources.
- Protected trees should not be removed or disturbed during project construction, although, due to the location of trees, some loss of trees is anticipated.
- All protected trees shall be identified on preliminary site development plans submitted to the City of St. Helena for approval.

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

The existing Farmstead property is a developed site and its biological resources consist of urban landscaping and a few native trees.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

A complete biological resources evaluation has been prepared for the Long Meadow Lodging Project site by Marcus H. Bole & Associates in June 2016. This report and inventory includes results of recent site plant and wetland surveys at the Project site and is found in Attachment H and is summarized below.

Habitat Description

The subject property is located in the City of St. Helena, California. The site is uniformly level with an elevation of 230 feet above sea level. The site is currently vacant land being used to grow vegetables. Interspersed between the rows of vegetables are non-native grasses and forbs. There are no wetlands or riparian habitats on or near the subject property. These features are addressed below.

Undeveloped (Vacant) Land

Interspersed between the rows of vegetables are non-native introduced, annual, grasses and forbs. Due to the phenology of these grasses they tend to dominate the uncultivated landscape. Besides the brome, barley and ryegrass, other grasses found were barbed goatgrass (*Aegilops triuncialis*), and saltgrass (*Distichis spicata*). Non-native forbs found at the site were yellow starthistle (*Centaurea solstitialis*), filaree (*Erodium* spp.), and vetch (*Vicia* spp.).

Wildlife Communities

Undeveloped lands generally provide marginal breeding, cover, and foraging habitat for wildlife species. A limited variety of bird, reptile and mammal species were observed during the recent surveys. Species observed in these habitats include American crow (*Corvus brachyrhynchos*), American robin (*Turdus migratorius*), western scrub jay (*Aphelocoma coerulescens*), western meadowlark (*Sturnella neglecta*), Botta's pocket gopher (*Thomomys bottae*) and the western fence lizard (*Sceloporus occidentalis*). No raptors were observed during over thirty hours of onsite observations.

Special Status Species

The following discussion describes the plant and animal species that have been afforded special recognition by federal, state, or local resource agencies or organizations. Listed and special status species are of relatively limited distribution and may require specialized habitat conditions. Listed and special-status species are defined as one of the following:

- Listed or proposed for listing under the state or federal Endangered Species Acts.
- Protected under other regulations (e.g., Migratory Bird Treaty Act).
- California Department of Fish and Game (CDFG) Species of Special Concern.
- Receive consideration during environmental review under NEPA & CEQA.

Special-status species were considered for this analysis based on field survey results, a review of the *Federal Endangered and Threatened Species list for Napa County* (NEPA, 2016), *California Natural Diversity Database (CNDDB, 2016)*, CNPS literature, and database information provided by the U. S. Fish and Wildlife Service (St. Helena & Rutherford 7 ½ Minute Quads). (See Table 1 of Attachment H.)

Sensitive Habitats

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under NEPA, CEQA, Section 1600 of the California Fish and Game Code, or Section 404 of the Clean Water Act. The Project area was systematically surveyed to ensure total search coverage, with special attention given to identifying those portions of the study area with the potential for supporting special-status species and sensitive habitats. No sensitive habitat was found on or near the Project site.

Determination of Waters of the United States

The intent of this determination is to identify wetlands and “other waters of the United States” that are present within the Study Area that could fall under the regulatory jurisdiction of the U.S. Army Corps of Engineers (Corps) pursuant to Section 404 of the Clean Water Act. The *1987 Corps of Engineers Wetlands Delineation Manual* identifies several methodologies and combinations of methodologies that can be utilized in making jurisdictional determinations. Marcus H. Bole & Associates has employed the Routine On-Site Determination methodology for this study (as supplemented by the *Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, dated December 2006). The Routine On-Site Determination method uses a three-parameter approach (vegetation, soils and hydrology) to identify and delineate the boundaries of jurisdictional wetlands. To be considered a wetland, all three positive wetland parameters must be present. These parameters include (1) a dominance of wetland vegetation, (2) a presence of hydric soils, and (3) hydrologic conditions that result in periods of inundation or saturation on the surface from flooding or ponding. Further description of these parameters is provided in Attachment H. Using the methodologies described in the *1987 Wetland Delineation Manual* (as supplemented by the *Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, dated December 2006), Marcus H. Bole & Associates found no federal jurisdictional wetland habitats within the boundaries of the subject property.

Porter-Cologne Water Quality Control Act

The RWQCB requires complete pre- and post-development Best Management Practices Plan (BMPs) of any portion of the Project site that is developed. This means that a water quality treatment plan for the pre- and post-developed Project site must be prepared and implemented. Preconstruction requirements must be consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES). That is, a Stormwater Pollution Prevention Plan (SWPPP) must be developed prior to the time that a site is graded (see NPDES section below). In addition, a post construction BMPs plan, or a Stormwater Management Plan (SWMP) must be developed and incorporated into any site development plan.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

(a-c,e-f) **Less Than Significant Impact.** As the site is currently developed with commercial structures and only minor new construction (<1,300 square feet) is proposed in an already disturbed area, no impacts to biological resources; removal of heritage trees; impacts to wetlands or habitats; interfere with fish or wildlife species; or habitat or conservation area would occur or would be less than significant.

(d) **Less Than Significant With Mitigation Incorporated.**

Nesting Raptors, Passerine Birds and Bats: Nesting raptors (birds of prey) and passerine (perching) birds are protected pursuant to California Fish and Game Code (Sections 3503, 3503.5, 3513), and the Federal Migratory Bird Treaty Act. The pines, redwoods, and oaks present on the Project site provide suitable nesting habitat for raptors and passerines. Impacts to such species are a potentially significant impact, unless mitigated to a level of less than significant by the measures identified below.

Special-Status Bats: In accordance with the CEQA Guidelines (Section 15380) which protects “rare” and “endangered” species as defined by CEQA (species of special concern meet this CEQA definition), impacts to these bats resulting from the Project would be regarded as potentially significant. The

Project proponent shall void potential impacts to special-status bats by conducting preconstruction surveys and implementing avoidance measures, reducing the impacts to a level of less than significant.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a-c) **Less Than Significant Impact.** Site development will not result in impacts to listed federal or state plant or wildlife species. Impacts to common vegetation and wildlife habitats are as follows:

Common Vegetation and Wildlife Habitats: Project implementation will not result in alterations (removal) of natural plant or wildlife communities. The proposed development of this site will not interfere with the movement of any native resident or migratory fish or wildlife species or result in impacts to established native resident or migratory wildlife corridors. The Project will not affect the use of native wildlife nursery sites.

Special-Status Species: Special-status plant species were considered for this analysis based on field survey results, a review of the California Natural Diversity Database (CNDDB), and CNPS literature. Based on the specific habitat characteristics of subject property, no sensitive plant or wildlife species will be impacted by this Project. The structures and trees near the Project site provide suitable roosting habitat for the pallid bat and Townsend's big-eared bat, State "species of special concern" and are discussed in IV(d) below.

Therefore, the Project has been determined not to have a significant effect on any candidate, sensitive or special status plant species, riparian habitats, or sensitive natural communities. Therefore, less than significant impacts are associated with these biological habitats. All potential water quality impacts are addressed by implementation of Mitigation Measures HYDRO-1 through HYDRO-3 in Section IX, Hydrology.

- (d) **Less Than Significant With Mitigation Incorporated.**

Nesting Raptors, Passerine Birds and Bats: Nesting raptors (birds of prey) and passerine (perching) birds are protected pursuant to California Fish and Game Code (Sections 3503, 3503.5, 3513), and the Federal Migratory Bird Treaty Act. The pines, redwoods, and oaks present on the Project site provide suitable nesting habitat for raptors and passerines. In addition, the grassland on the Project site provides suitable nesting habitat for ground nesting birds such as killdeer (*Charadrius vociferus*), western meadowlark (*Sturnella neglecta*), and mourning dove.

Special-Status Bats: In accordance with the CEQA Guidelines (Section 15380) which protects "rare" and "endangered" species as defined by CEQA (species of special concern meet this CEQA definition), impacts to these bats resulting from the Project would be regarded as potentially significant. The Project proponent can avoid potential impacts to special-status bats by conducting preconstruction surveys and implementing avoidance measures, reducing the impacts to a level of less than significant.

- (e-f) **Less Than Significant Impact.** The undeveloped portion of the Project has no trees.

The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, less than significant impacts are associated with these biological habitats. All potential water quality impacts will be addressed by implementation of Mitigation Measures in Section IX, Hydrology.

MITIGATION MEASURES

Existing Farmstead at Long Meadow Ranch (Farmstead); and the

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

BIO-1. Nesting Raptors, Passerines: A pre-construction survey for ground-nesting birds shall be performed within thirty (30) days prior to the start of construction. A qualified avian biologist will conduct passerine nest surveys prior to ground disturbing activities, or construction activities at the Project site to locate any active nests on or adjacent to the Project site. If land-clearing activities can be performed outside of the nesting season, that is, between August 16 and January 31, no preconstruction surveys for nesting birds are warranted.

If an active raptor nest is identified during the surveys of the project site and within 300 feet of the project site, a 300-foot buffer around the nest site shall be established. It can be established via installation of orange construction fencing or placement of bright orange lath on 10-foot centers along the arc of the protection buffer. If nesting passerines are identified nesting then a 75-foot protection buffer shall be established using the same buffer demarcation fence or lath as prescribed above.

If nests are located off the project site, then the buffer shall be demarcated as per above but only where the buffer intersects the project site. The size of the nest protection buffer may be altered if a qualified ornithologist with extensive construction-related nest protection experience conducts behavioral observations and determines the nesting raptors or passerines are well acclimated to disturbance. If this occurs, the qualified ornithologist may prescribe a modified buffer that provides sufficient buffer to prevent undue disturbance/harassment that would otherwise result in construction related nest failure. Physical harm to the nest or sufficient disturbance that results in adult inattentiveness to eggs or young will cause nest failure.

No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified ornithologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. In the area of the project site, this typically occurs by July 15th. However, this date may be earlier or later, and would have to be determined by the qualified ornithologist. If a qualified ornithologist is not hired to watch the nesting raptors/passerines then the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1st.

Ground Nesting Raptors and Passerines

In order to determine if ground-nesting raptors or passerines are nesting onsite, a qualified ornithologist would have to conduct walking transects through the project site's grassland habitat searching for nests. If ground-nesting raptors (e.g. northern harrier) or passerines are identified during the surveys within 300 feet of the project site (or 75-feet in the case of passerines), a 300-foot buffer (or 75-feet in the case of passerines) around the nest site shall be fenced with orange construction fencing or brightly painted orange lath. If the nest is located off the project site, then the buffer shall be demarcated as per above where the buffer intersects the project site. The size of the buffer may be altered if a qualified ornithologist conducts behavioral observations and determines the nesting raptors or passerines are well acclimated to disturbance. If this occurs, the ornithologist should prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting raptors/passerines.

No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified ornithologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 15th. This date may be earlier or later, and would have to be determined by a qualified ornithologist. If a qualified ornithologist is not hired to watch the

nesting raptors/passerines then the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1st.

Special Status Bats

In order to avoid impacts to special-status bats, a biologist shall conduct a preconstruction survey of structures and trees that would be impacted by the project 15 days prior to removal or commencement of groundwork. All bat surveys shall be conducted by a biologist with experience surveying for bats. If no special-status bats are found during the surveys, then there would be no further regard for special-status bat species.

If special-status bat species are found roosting on the project site, the biologist shall determine if there are young present (i.e., the biologist should determine if there are maternal roosts). If young are found roosting in any tree or structure that will be impacted by the project, such impacts shall be avoided until the young are flying and feeding on their own. A non-disturbance buffer installed with orange construction fencing shall also be established around the maternity site. The size of the buffer zone should be determined by a qualified bat biologist at the time of the surveys. If adults are found roosting in a tree or structure on the project site but no maternal sites are found, then the adult bats can be flushed or a one-way eviction door can be placed over the tree cavity (or structure access opening) for a 48-hour period prior to the time the tree or structure in question would be removed or disturbed. At that point, no other mitigation compensation would be required.

IMPACT SIGNIFICANCE AFTER MITIGATION

Implementation of the mitigation measure listed above will ensure all impacts to biological resources are reduced to a less than significant level.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- Marcus H. Bole & Associates, DRAFT Biological Evaluation, Long Meadow Ranch Project – St. Helena, CA, September 8, 2016.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project?				
a. Cause a substantial adverse change in the significance of a historic resource as defined in 15064.5?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

A Cultural Resources Report evaluating the 10 acre Project site was prepared by Flaherty Cultural Resources Services (FCRS) in June of 2016. Their report serves as the basis of this analysis and conclusions. The full report is continued in Attachment K. Contacts with the local tribes as well as the Office of Historic reservation were initiated as part of the Cultural Resources review. No tribes responded with any concerns. The sites are not identified in any state archival documentation. The Cultural Resources Manager for the Tewe Kewe Cultural Center, Bill Laverne, met with representatives of the City and the applicant's representative on the site in November of 2016.

While the Farmstead at Long Meadow Ranch is a fully developed and disturbed site, the Lodging component is undeveloped. The Lodging site has been used for agriculture over the past 30± years (See also Section VII Hazards and Hazardous Waste).

REGULATORY SETTING

General Plan Update 2040

The General Plan Update 2040 contains the following policies related to cultural resources:

- HR1.5 For development and redevelopment proposals in archaeologically and paleontologically sensitive areas of St. Helena or where tribal cultural resources are known to exist, require an assessment 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). As warranted by the results of the assessment, require additional studies to identify and address project-specific impacts on archaeological and paleontological resources. The City shall incorporate the study recommendations as project conditions of approval to ensure that impacts on archaeological and/or paleontological resources are mitigated to the extent possible. Studies shall be prepared according to National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.
- HR2.1 Strengthen public awareness of and support for the preservation and protection of the City's historic resources, while improving community access to information about local Native American history.
- HR2.2 In cooperation with Native American Research and Historical Preservation Society, improve community access to information about Native American life.

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

The 2.47± acre Farmstead property is a completely developed site. All alterations to the Project will occur on previously disturbed soils. The potential for impacts is minimal, however, the City's Standard Measures will ensure that should any previously undiscovered cultural resources be found during construction, appropriate measures are taken and potential impacts will remain less than significant.

The existing developed portion has a building with historical attributes that has been preserved and is being used. No changes to the building are proposed which would affect its historical characteristics

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The proposed Lodging portion of the Project site is located on a vacant site within the City of St. Helena in an area planned for development. The study area comprises approximately 10 acres of relatively level land located approximately 0.5 miles south of downtown St. Helena, as shown on the St. Helena, California 7.5' USGS topographic maps. There are no known unique geological or paleontological features on the Project site that would indicate the presence of cultural resources.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-d) **Less Than Significant Impact.** The Logan-Ives House is a local historical resource and was rebuilt as part of the 2009 LMR Project Approval. Proposed modifications to the Logan-Ives House will not require any exterior changes. Therefore, no impact to historical resources is anticipated, and impacts are deemed less than significant.

Neither the modifications to the other building nor construction of the storage areas will occur on previously undisturbed soils.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **Less Than Significant Impact.** The Directory of Properties in the Historic Property File for Napa County (maintained by the Office of Historic Preservation (OHP)) and the OHP Historic Maps including General Land Office maps, United States Geological Survey maps, and United States Army Corps of Engineers maps were all reviewed as part of the record search for the 10-acre parcel and no historical resources were identified. Therefore, it has been determined that no historical resources will be impacted by the Lodging Project.

- (b-d) **Less Than Significant With Mitigation Incorporation.** The Native American Heritage Commission has been contacted and no responses have been received

The investigation consisted of a complete on-foot survey of the Project area. Greater attention was paid to areas within the Project area where the ground could be observed. North south transects were used to cover the Project area. Transect width varied from a few meters to 30 meters, depending on ground cover. Ground visibility was fair in most areas. No cultural resources were discovered as a result of the survey; however, the possibility of buried or obscured cultural resources does exist.

Potential impacts to cultural, paleontological and historical resources are considered less than significant as no resources were identified in archival research, during contacts or during the on-site field reconnaissance. Existing measures, promulgated in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5 pertaining to the discovery of human remains, will protect any subsurface features that might be discovered during construction, reducing impacts to a level of less than significant as identified in Mitigation Measure CUL-2, below.

MITIGATION MEASURES

CUL-1. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during any construction activities, the Contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following:

- Suspend work within 100 feet of the find; and,
- Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist as needed to assess the resources (i.e., whether it is a "historical resource" or a "unique archaeological resource"); and,
- Provide management recommendations should potential impacts to the resources be found to be significant;
 - Possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects

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- In addition, the Contractor in consultation with the Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources.

None of the responses received from the tribes indicated that they wanted an archaeologist present during initial grading.

CUL-2. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

SOURCES

- Flaherty Cultural Resources Services, Cultural Resource Reconnaissance of 10.21± Acres City of St. Helena (Long Meadow Ranch), June 15, 2016.
- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- Bill Laverne, Tewe Kewe Cultural Center, on-site meeting, November 30, 2016.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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VI. ENERGY

Would the project?

- a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION

This section addresses effects of the Projects on energy consumption during construction and operation. Existing energy consumption on the existing Farmstead site includes consumption of fossil fuels in operation of the restaurant and associated ancillary activities. Farmstead has implemented numerous energy-saving programs including on-demand water heaters, waterless urinals and installation of a 65 kW solar system on the roof of the restaurant.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- a) **Less Than Significant Impact.** The site is currently developed with commercial structures and only minor new construction (<1,300 square feet) is proposed in an already disturbed area. Operation of the Project would involve consumption of electricity and natural gas and an incremental increase in the consumption of these resources associated with Project operation would not represent unnecessary, inefficient, or wasteful use of resources. As described above, Farmstead has implemented several energy saving features including installation of a 65 kW solar system on the restaurant roof. Therefore, impacts related to energy consumption are considered less than significant as it would not represent unnecessary, inefficient, or wasteful use of energy resources.
- b) **No Impact.** Again, the proposed physical changes to the existing Farmstead operation are very minor in nature. All new construction will comply with the California Energy Code and the California Building Code and the project will not conflict with or obstruct a state or local plan for energy efficiency; therefore, no impact would occur.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- a) **Less Than Significant Impact.** Construction of the Lodging Project would require consumption of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil, natural gas, and

gasoline) for automobiles and construction equipment, and other resources including, but not limited to, lumber, sand, gravel, asphalt, metals, and water. Construction would include energy used by construction equipment and other activities at the Project site (e.g., building construction, excavation, paving), in addition to the energy used to manufacture the equipment, materials, and supplies and transport them to the Project site. Energy for maintenance activities would include that for day-to-day upkeep of equipment and systems, as well as energy embedded in any replacement equipment, materials, and supplies. It is expected that nonrenewable energy resources would be used efficiently during construction and maintenance activities given the financial implications of inefficient use of such resources. Therefore, the amount and rate of consumption of such resources during construction and maintenance activities would not result in the unnecessary, inefficient, or wasteful use of energy resources.

Operation of the Project would involve consumption of electricity and natural gas and an incremental increase in the consumption of these resources associated with Project operation would not represent unnecessary, inefficient, or wasteful use of resources. As described in more detail below, the Project would include numerous energy-efficiency features. The Project would comply with Title 24 Building, Energy and Green Buildings Standards (California Building Code, Title 24, Parts 4, 6, and 11). Project lighting, in particular, would be a minimum of 20 percent more efficient than California Energy Code requirements. The new lodging facility would include the following additional energy efficiency features:

1. Micro-turbines to generate electricity for the lodging. Depending on load sizes, 3- 6 units are planned to go in the large equipment barn behind the pool area.
2. Heat exchangers. Waste heat from the micro-turbines will be used to heat the pool and produce or pre-heat the domestic hot water.
3. Space conditioning for both heating and cooling is planned to be VRF, variable refrigerant flow along with HRV, heat recovery ventilators to precondition outside air used for ventilation requirements.
4. Solar Photovoltaic panels will be set in the roof wells of the guestroom buildings.
5. Envelope design. The buildings are light colored with light roofs to reduce heat gain and porches are used to shade areas of glass.

Given the foregoing, the Project's consumption of energy resources would be less than significant, as it would not represent unnecessary, inefficient, or wasteful use of energy resources.

- b) **No Impact.** The new lodging facility's energy efficient features would, at a minimum, comply with the California Energy Code and the California Building Code. While not specifically applicable to the Project, Senate Bill 350 sets ambitious 2030 targets for energy efficiency and renewable electricity, increasing California's renewable electricity procurement goal from 33% by 2020 to 50% by 2030. In addition, the new lodging facility would include the additional energy efficiency features described above. As such, the Project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency, and no related impact would occur.

MITIGATION MEASURES

None required.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VII. GEOLOGY AND SOILS				
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
ii) Strong seismic ground shaking?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
iii) Seismic related ground failure, including liquefaction?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
iv) Landslides?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b. Result in substantial soil erosion or the loss of topsoil?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse?				

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	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION

RGH Geotechnical and Environmental Consultants have prepared several reports for the Lodging project and these are contained in Attachment D: Geotechnical Investigation, Mills Lane Commercial Project, St. Helena, California, May 8, 2001 (Attachment D-1); Report Update, Mills Lane Lodging Project, St. Helena, California, February 23, 2017 (Attachment D-2); and Geotechnical Engineering Report Update, Mills Lane Lodging Project, St. Helena, California, February 23, 2017 (D-3). These reports support the following discussion.

REGULATORY SETTING

General Plan Update 2040

The General Plan Update 2040 includes the following policies related to geologic and seismic safety:

- PS3.1 Minimize risk of injury, loss of life and property damage from seismically-induced and other known geologic hazards.
- PS3.2 Restrict the intensity of development and the level of landform alteration in the hillside areas in order to minimize the potential for slope failure.
- PS3.3 The required soils and geologic reports for new development shall include geotechnical analysis for construction in areas with potential geological hazards and/or for purposes of environmental analysis. The analysis shall investigate all potential geo-hazard issues for the site where there is substantial evidence of a potential risk.
- PS3.4 Geologic reports for new development shall describe hazards and include mitigation measures to reduce risks to acceptable levels. Where appropriate, an engineer's or geologist's certification shall be required stating that risks have been mitigated to an acceptable level.

Highway 29 Specific Plan

The utilities, infrastructure and grading section explains the utilities, other infrastructure, and grading needed to serve development proposed in the Specific Plan area. Providing adequate and timely utility service is essential in ensuring orderly and safe development.

Policies specific to the projects include:

- Grading should be limited to the minimum necessary to improve site drainage. Grading operations undertaken to raise building pads or sites out of a 100-year flood plain shall conform to the City's Flood Protection Ordinance (Chapter 5B of the Municipal Code).
- Grading of individual sites within the Specific Plan area will likely be needed to improve site drainage and, in some instances, to raise building pads out of flood hazard areas.

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

The Project site is fully developed with urban land uses including structures, a parking lot and landscaping. The site's geology is similar to the neighboring Lodging Project, discussed below.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The Lodging Project has been the subject of a geotechnical investigation prepared in May 2001 by RGH Geotechnical and Environmental Consultants. A Geotechnical Engineering Report update was prepared on February 23, 2017. These reports are the basis for this analysis and the conclusions. Both reports are found in Attachment D-1 and Attachment D-2.

As described by RGH Geotechnical and Environmental Consultants the Project site is relatively flat and does not contain evidence of any geologic activities such as faulting and landsliding, but is located in an area considered to be susceptible to ground motions. St. Helena is located within a seismically active area in California. The area is subject to geological hazards related primarily to seismic events (earthshaking) due to presence of active faults. However, the Project site is of relatively flat terrain and is not located within the Alquist-Priolo Special Study Zone. The site is in an area of subject ground shaking in the event of an earthquake on the nearest faults. The development will require the application of the City of St. Helena and California Building Code (CBC) construction standards to address all potential impacts related to possible area seismic activity, thereby reducing impacts from geologic hazards less than significant. The CBC requires earthquake resistant design and construction which helps reduce earthquake damages and losses.

The primary geologic hazard identified at the site is the potential for strong to very strong earthquake-induced ground shaking. Other hazards, as discussed below, are not considered significant at the site. A brief description of each geologic hazard and mitigation measures are listed in the following sections.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-d) **Less Than Significant Impact.** The proposed alterations to the buildings consist of storage space and the remodeling of one building including a small expansion. Compliance with the CBC and the Standard Measures, identified below, will ensure that impacts are less than significant.

- (e) **No Impact.** All wastewater discharges are to the public wastewater system and no increases in wastewater projected. Therefore, no impacts related to wastewater capabilities of soils will occur.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

(a(i)-a(iii))

Less Than Significant Impact. Fault Surface Rupture, Seismic Shaking and Liquefaction: The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest active faults are the Hayward Rodgers Creek Fault located 6 km to the northeast, the San Andreas Fault 26.5 km southwest of the site and the West Napa is located 12 km to the southwest. Peak ground acceleration (PGA) was determined using the methods in the 2016 California Building Code (CBC) and ASCE Standard 7-10, 7.5 earthquake at the site ranges from 0.32 to 0.48. The West Napa fault is most likely controlling the ground motions at the site. According to Petersen (1996), the West Napa fault is capable of a M_M 6.5 earthquake. Therefore, RGH judged that there is potential for liquefaction at the site.

There are three potential consequences of liquefaction: bearing capacity failure, lateral spreading toward a free face (e.g. riverbank) and settlement. Bearing capacity failure is sudden and extreme settlement of foundations that typically occurs when the liquefied layer is relatively close (typically within two times the footing width, depending on the loads) to the bottom of the foundation. Because the liquefiable layer is 6 feet below the ground surface, it is possible that foundations could be susceptible to bearing capacity failure. However, the groundwater in our borings ranged from 5 ½ to 7 feet after an extensive period of rain. It is likely that the groundwater is at a lower level for most of the year. Furthermore, the upper 5 feet of soil will need to be removed. Therefore, RGH judges the potential for bearing capacity failure as low.

Lateral spreading can occur where continuous layers of liquefiable soil extend to a free face, such as a creek bank. There are no significant free faces in the vicinity of the site. Therefore, RGH judges the potential for liquefaction-induced lateral spreading at the site as low.

The third potential consequence of liquefaction is settlement due to the densification of the liquefied soils. Potential settlements based on the blow count data and cyclic stress ratio RGH calculated using the methods of Ishihara and Yoshimine (1992). For the layer encountered in RGH's boring, they calculated total settlement ranging from up to ½ inch. Differential settlement could also range up to ½ inch.

Compliance with the CBC and the Standard Measures, identified below, will ensure that impacts are less than significant.

- (a(iv)) **No Impact.** The site is relatively flat and is, therefore, not susceptible to landsliding.

- (b) **Less Than Significant Impact.** Erosion: Sandy soils on moderate slopes or clayey soils on steep slopes are susceptible to erosion when exposed to concentrated surface water flow. The Project site is relatively flat; therefore the risk of significant erosion is low. However, the potential for erosion is increased when established vegetation is disturbed or removed. No significant fill placement or excavation is anticipated as part of the Project. Compliance with the CBC and the Standard Measures, identified below, will ensure that impacts are less than significant.

- (c) **Less Than Significant Impact.** Seismic Induced Ground Settlement: Densification is the settlement of loose, granular soils above the groundwater level due to earthquake shaking. Typically, granular soils that would be susceptible to liquefaction, if saturated, are susceptible to densification of not saturated.

Provided remedial grading is performed as recommended, RGH judges there is a low potential for densification to impact structures at the site.

Lateral Spreading, Lurching and Ground Cracking: Lurching and associated ground cracking can occur during strong ground shaking. The ground cracking generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep slopes or channel banks. Due to the relatively flat site, absence of nearby creek banks, and non-continuous liquefiable layers, lateral spreading/lurching and ground cracking are not considered significant hazards at the Project site.

Slope Instability: Weak soils and bedrock on moderate to steep slopes can move downslope due to gravity. Slope instability is often initiated or accelerated from soil saturation and groundwater pressure. Slope movement can vary from slow, shallow soil creep to large, sudden debris flows. Landslides can cause significant damage to structures and improvements, and sudden landslides can result in loss of life. The topography of the site is relatively flat. Therefore, the potential for landsliding at the Project site is very low.

Settlement/Subsidence: Significant settlement can occur when new loads are placed at sites due to consolidation of soft compressible clays (i.e. bay mud) or compression of loose soils. Soft compressible materials were not observed during the subsurface exploration that would have a significant potential for compression settlement and consolidation with an applied surface load. Therefore, the risk of settlement to the proposed structures at the Project site is low.

- (d) **Less Than Significant Impact.** Expansive Soil: Expansive soil occurs when clay particles interact with water causing volume changes in the clay soil. The clay soil may swell when saturated and shrink when dried. This phenomenon generally decreases in magnitude with increasing confinement pressure at depth. These volume changes may damage lightly loaded foundations, flatwork, and pavement. Expansive soil also causes soil creep on sloping ground. Variable surface soils with a low to high expansion potential were observed during exploration. Therefore the potential for expansive soil damage is moderate. Compliance with the CBC and the Standard Measures, identified below, will ensure that impacts are less than significant.
- (e) **No Impact.** The Project proposes to connect to the public sewer system. Therefore, no impacts related soil capability for wastewater disposal is anticipated.

MITIGATION MEASURES

None Required.

Standard Measures

Compliance with the latest version of the California Building Code and conditioning the Lodging Project with the following geotechnical recommendations shall ensure application of the latest in design standards for geotechnical health and safety:

Seismic Design

Seismic design parameters presented below are based on Section 1613 titled "Earthquake Loads" of the most recent California Building Code (CBC). Based on Table 20.3-1 of American Society of Civil Engineers (ASCE) Standard 7-10, titled "Minimum Design Loads for Buildings and Other Structures" (2010), RGH has determined a Site Class of D should be used for the site. Using a site latitude and longitude of 38.5016°N and 122.4597°W, respectively, and the U.S. Seismic Design Maps from the United States Geological Survey (USGS) website: (<http://earthquake.usgs.gov/designmaps/us/application.php>), RGH recommends that the following seismic design

criteria be used for structures at the site.

2016 CBC Seismic Criteria	
Spectral Response Parameter	Acceleration (g)
S_s (0.2 second period)	1.500
S_1 (1 second period)	0.600
S_{MS} (0.2 second period)	1.500
S_{M1} (1 second period)	0.900
S_{DS} (0.2 second period)	1.000

Grading

Site Preparation

Areas to be developed should be cleared of vegetation and debris. Trees and shrubs that will not be part of the proposed development should be removed and their primary root systems grubbed. Cleared and grubbed material should be removed from the site and disposed of in accordance with County Health Department guidelines. We did not observe septic tanks, leach lines or underground fuel tanks during our investigation. Any such appurtenances found during grading should be capped and sealed and/or excavated and removed from the site, respectively, in accordance with established guidelines and requirements of the County Health Department. Voids created during clearing should be backfilled with engineered fill as recommended herein.

Stripping

Areas to be graded should be stripped of the upper few inches of soil containing organic matter. Soil containing more than two percent by weight of organic matter should be considered organic. Actual stripping depth should be determined by a representative of the geotechnical engineer in the field at the time of stripping. The strippings should be removed from the site, or if suitable, stockpiled for re-use as topsoil in landscaping.

Excavations

Following initial site preparation, excavation should be performed as planned or recommended herein. Excavations extending below the proposed finished grade should be backfilled with suitable materials compacted to the requirements given below.

Within building areas, the weak, porous, and compressible surface soils shall be excavated to within 6 inches of their entire depth, which should be assumed to be about 5 feet based on our recent borings. All other geotechnical grading recommendations shall follow the original report.

The excavation of weak, porous, compressible surface soil should extend at least 5 feet beyond the limits of the proposed buildings and 3 feet beyond the edge of exterior slabs and/or pavements. The excavated materials should be stockpiled for later use as compacted fill, or removed from the site, as applicable.

Where evidence of seepage is observed, a subsurface drain should be installed as recommended by the geotechnical engineer, subdrains should also be installed. The subdrain should consist of a 4-inch diameter perforated plastic pipe with SDR 35 or better embedded in Class 2 permeable material. The drain should be at least 12 inches thick and extend at least 4 feet below the ground surface. The depth and extent of subdrains should be determined and approved by the geotechnical engineer in the field during construction.

At all times, temporary construction excavations should conform to the regulations of the State of California,

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Department of Industrial Relations, Division of Industrial Safety or other stricter governing regulations. The stability of temporary cut slopes, such as those constructed during the installation of underground utilities, should be the responsibility of the contractor. Depending on the time of year when grading is performed, and the surface conditions exposed, temporary cut slopes may need to be excavated to 1¼:1, or flatter. The tops of the temporary cut slopes should be rounded back to 2:1 in weak soil zones.

Fill Quality

All fill materials should be free of perishable matter and rocks or lumps over 6 inches in diameter and must be approved by the geotechnical engineer prior to use. The upper 30 inches of fill beneath and within 5 feet of building areas and the upper 12 inches of fill beneath and within 3 feet of exterior slabs and/or pavement edges should be select fill. We judge the on-site soils are generally suitable for use as general fill and select fill.

Select Fill

Select fill should be free of organic matter, have a low expansion potential, and conform in general to the following requirements:

Sieve Size	Percent Passing (by Dry Weight)
6 inch	100
4 inch	90 - 100
No. 200	10 - 60
Liquid Limit – 40 Percent Maximum	
Plasticity Index – 15 Percent Maximum	

In general, imported fill, if needed, should be select. Material not conforming to these requirements may be suitable for use as import fill; however, it shall be the contractor's responsibility to demonstrate that the proposed material will perform in an equivalent manner. The geotechnical engineer should approve imported materials prior to use as compacted fill.

Fill Placement

The surface exposed by stripping and removal of weak, compressible surface soils should be scarified to a depth of at least 6 inches, uniformly moisture-conditioned to near optimum, and compacted to at least 90 percent of the maximum dry density of the materials as determined by the ASTM D-1557 laboratory compaction test procedure. Approved on-site soils or select fill material should then be spread in thin lifts, uniformly moisture-conditioned to near optimum and compacted to at least 90 percent relative compaction. Only approved select materials should be used for fill within the upper 30 inches of building pad subgrades and within the upper 12 inches of exterior slabs and/or pavement subgrades.

Permanent Cut and Fill Slopes

In general, cut and fill slopes should be no steeper than 2:1. Where steeper slopes are required, retaining walls should be used.

Wet Weather Grading

Generally, grading is performed more economically during the summer months when on-site soils are usually dry of optimum moisture content. Delays should be anticipated in site grading performed during the rainy season or early spring due to excessive moisture in on-site soils. Special and relatively expensive construction procedures, including dewatering of excavations and importing granular soils, should be anticipated if grading must be completed during

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the winter and early spring or if localized areas of soft saturated soils are found during grading in the summer and fall.

Foundation Support

Provided the weak surface soils are removed or strengthened by grading as recommended herein, the proposed structure can be supported on conventional continuous and isolated spread footings that bottom on select engineered fill.

Spread Footings

Spread footings should be at least 12 inches wide and should bottom on select compacted fill, at least 12 inches below pad subgrade. The continuous footings should have sufficient reinforcement to span, as a simple beam, an unsupported distance of approximately 10 feet. At corners, the continuous footings should be designed to cantilever at least 5 feet. In the absence of structural calculations that validate this requirement, perimeter footings, except retaining walls, should be reinforced with two No. 4 bars (top and bottom).

The bottoms of all footing excavations should be thoroughly cleaned out or wetted and compacted using hand-operated tamping equipment prior to placing steel and concrete. This will remove the supporting soils disturbed during footing excavations, or restore their adequate bearing capacity, and reduce post-construction settlements.

Bearing Pressures - Footings installed in accordance with these recommendations may be designed using allowable bearing pressures of 2000, 2500, and 3000 pounds per square foot (psf), for dead loads, dead plus code live loads, and total loads (including wind and seismic), respectively.

Lateral Pressures - The portion of spread footing foundations extending into select engineered fill may impose a passive equivalent fluid pressure and a friction factor of 350 pcf and 0.35, respectively, to resist sliding. Passive pressure should be neglected within the upper 6 inches, unless the soils are confined by concrete slabs or pavements.

Slab-On-Grade

Provided grading is performed in accordance with the recommendations presented herein, slabs should be underlain by firm, select engineered fill.

Slab-on-grade subgrade should be rolled to produce a dense, uniform surface. The future expansion potential of the subgrade soils should be reduced by thoroughly presoaking the slab subgrade prior to concrete placement. The slabs should be underlain with a capillary moisture break consisting of at least 4 inches of clean, free-draining crushed rock or gravel at least ¾-inch and no larger than ¾-inch in size. Interior slabs subject to vehicular traffic should be underlain by crushed rock. Class 2 aggregate base can be used for slab rock under exterior slabs subjected to vehicular traffic. Where migration of moisture vapor through slabs would be detrimental, an impermeable membrane moisture vapor barrier should be provided between the drain rock and the slabs.

Slabs-on-grade should be designed by the project civil or structural engineer to support the anticipated loads. Slabs should be at least 4 inches thick, and should be reinforced to reduce cracking. Slabs subjected to heavy concentrated wheel loads, such as forklift or trailer-trucks, should be designed to carry the anticipated wheel loads. Slabs should be grooved at regular intervals to induce and control cracking.

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Utility Trenches

Trench excavations shoring and safety is the sole responsibility of the contractor. Attention is drawn to the State of California Safety Orders dealing with "Excavations and Trenches".

Unless otherwise specified by the City of St. Helena, on-site, inorganic soil may be used as general utility trench backfill. Where utility trenches support pavements, slabs and foundations, trench backfill should consist of aggregate baserock. The baserock should comply with the minimum requirements in Caltrans Standard Specifications, Section 26 for Class 2 Aggregate Base. Trench backfill should be moisture-conditioned as necessary, and placed in horizontal layers not exceeding 8 inches in thickness, before compaction. Each layer should be compacted to at least 90 percent relative compaction as determined by ASTM Test D-1557. The top lift of trench backfill under vehicle pavements should be moisture conditioned as necessary and compacted to at least 95 percent relative compaction. Jetting or ponding of trench backfill to aid in achieving the recommended degree of compaction should not be attempted.

Pavements

Based on our investigation, we believe the near-surface soils will have a low supporting capacity, after proper compaction, when used as a pavement subgrade. An R-value of 12 was measured on a bulk sample of near-surface soil obtained near boring B-11. Because of potential variation in the on-site soils, we selected an R-value of 10 for use in pavement design calculations. The assumed Traffic Indices (TI) are judged to be representative of the anticipated traffic but are not based on actual truck traffic counts or predictions of counts. Actual truck traffic counts may require revision of these traffic indices.

Based on the selected R-Value and our experience with similar projects and soils, we recommend that the pavement section listed on Table 2, below be used.

TABLE 2: PAVEMENT SECTIONS

TRAFFIC TYPE	TI	THICKNESS (inches)		
		ASPHALT CONCRETE	CLASS 2 AGGREGATE BASE	AGGREGATE SUBBASE
Heavy Truck Lanes	6.5	3.5	13.5	---
		3.5	6.5	8.0
Parking Lots	4.5	2.5	8.5	---

Pavement thicknesses were computed using Method 301 F of the Caltrans Highway Design Manual and are based on a pavement life of 20 years.

As previously discussed, pavement performance should be enhanced and the incidence of edge cracking and repairs reduced by installation of a supporting layer of select fill at least 12 inches thick under pavement subgrades.

Prior to placement of aggregate base and subbase materials, the upper 6 inches of the pavement subgrade soils should be scarified, uniformly moisture conditioned to near optimum, and compacted to at least 95 percent relative compaction to form a firm, non-yielding surface. Aggregate subbase and aggregate base materials should be spread in thin layers, uniformly moisture conditioned, and compacted to at least 95 percent relative compaction to form a firm non-yielding surface.

The materials and methods used should conform to the requirements of the City of St. Helena and the current edition of the Caltrans Standard Specifications, except that compaction requirements should be based on ASTM Test Method D-1557. Aggregate used for the base course should comply with the minimum requirements specified in Caltrans Standard Specifications, Section 26 for Class 2 Aggregate Base. Aggregate used for the subbase course should be non-expansive and should comply with the minimum requirements specified in Section 25 for Class 2 Aggregate Subbase.

These recommendations are intended to provide support for the auto and truck traffic represented by the indicated Traffic Indexes. They are not intended to provide pavement sections for heavy concentrated construction storage or wheel loads such as forklifts, parked truck-trailers and concrete trucks or for post-construction concentrated wheel loads such as self-loading dumpster trucks.

In areas where heavy construction storage and wheel loads are anticipated, the pavements should be designed to support these loads. Support could be provided by increasing pavement sections or by providing reinforced concrete slabs. Alternatively, paving can be deferred until heavy construction storage and wheel loads are no longer present. Loading areas for self-loading dumpster trucks should be provided with reinforced concrete slabs at least 6 inches thick, and reinforced with No. 4 bars at 12-inch centers each way. Alternatively, the asphalt concrete section should be increased to at least 8 inches in these areas.

Parking Lot Drainage

Water tends to migrate under pavements and collect in the aggregate courses at low areas on parking lot subgrade soils such as around storm drain inlets and the thread of paved swales leading to inlets. The ponded water will soften subgrade soils and, under repetitive heavy-wheel loads, will induce inordinately high stresses on the subgrade and pavement components that could result in untimely maintenance. Under-pavement drainage can be improved and maintenance reduced by replacing a 12-inch wide strip (extending at least 15 feet on either side of the inlet) of the select subbase layer or subgrade soils with $\frac{3}{4}$ -inch or 1½-inch free-draining Class 2 permeable material. The drain rock should be outletted into the storm drain inlet.

Where pavements will abut landscaped areas, the pavement baserock layer and subgrade soils should be protected against saturation from irrigation and rain water with a subdrain, similar to that previously discussed. The subdrain should extend to a depth of at least 6 inches below the bottom of the baserock layer.

Wet Weather Paving

In general, the pavements should be constructed during the dry season to avoid the saturation of the subgrade and base materials which often occurs during the wet winter months. If pavements are constructed during the winter, a cost increase relative to drier weather construction should be anticipated. Unstable areas may have to be over-excavated to remove soft soils. The excavations will probably require backfilling with imported crushed (ballast) rock. The geotechnical engineer should be consulted for recommendations at the time of construction.

Geotechnical Drainage

Surface water should be diverted away from foundations and edges of pavements. Surface drainage gradients within 10 feet of building foundations should be constructed with a minimum slope of 2 percent for paved areas and 4 percent for unpaved areas. Roofs should be provided with gutters, and the downspouts should empty onto splash blocks that discharge directly onto paved areas or be connected to closed (glued Schedule 40 PVC or better) conduits discharging well away from foundations, preferably onto paved areas or into the storm drainage system.

Where interior slab subgrades are lower than adjacent exterior grade a subdrain should be installed adjacent to

perimeter foundations to prevent surface runoff from entering the slab rock. Foundation drains should be installed adjacent to perimeter foundations, except the downhill side. Foundation drains should consist of trenches at least 18 inches deep and sloped to drain by gravity. Three-inch diameter perforated pipe sloped to drain to outlets by gravity should be placed in the bottom of the trenches. The top of subdrain pipes should be at least 6 inches lower than the adjacent slab subgrade. The perimeter subdrain trenches should be backfilled to within 6 inches of the surface with clean, free-draining Class 2 permeable material. The upper 6 inches should be backfilled with compacted soil to exclude surface water. An illustration of this system is shown on Plate 18.

Piped outlets should be provided to allow drainage of water collected in the slab rock through foundations and discharge into the storm drain system. Additional protection against water seepage into slab rock can be obtained by compacting fill placed adjacent to exterior walls to at least 90 percent relative compaction. Roof downspouts and surface drains must be maintained entirely separate from foundation drains.

Water seepage or the spread of extensive root systems into the soil subgrade of footings, slabs or pavements could cause differential movements and consequent distress in these structural elements. Landscaping should be planned with consideration for these potential problems.

Maintenance

Periodic land maintenance will be required. Surface and subsurface drainage facilities should be checked frequently, and cleaned and maintained as necessary. A dense growth of deep-rooted ground cover must be maintained on all slopes to reduce sloughing and erosion. Sloughing and erosion that occurs must be repaired promptly before it can enlarge.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- RGH Geotechnical and Environmental Consultants, Geotechnical Investigation, Mills Lane Commercial Project, St. Helena, California, May 8, 2001.
- RGH Geotechnical and Environmental Consultants, Geotechnical Engineering Report Update, Mills Lane Lodging Project, St. Helena, California, February 23, 2017.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS

Would the project:

- a. Generate Greenhouse Gas Emissions, either directly or indirectly, that may have a significant impact on the environment?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

Greenhouse Gases (GHGs) are gases that trap heat in the atmosphere and regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of local GHGs are generally as follows:

- Fossil fuel combustion
- Agricultural operations
- Chlorofluorocarbons
- HFCs

In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO₂ equivalents (CO₂e).

An evaluation of Greenhouse Gases (GHGs) for the Farmstead at Long Meadow Ranch Lodging Project has been prepared by Illingworth & Rodkin and is found in Appendix F.

REGULATORY SETTING

State of California/Bay Area Air Quality Management District (BAAQMD)

The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts:

Table VIII-1. Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence		Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)
Excess Cancer Risk	>10 per one million		>100 per one million
Chronic Hazard Index	>1.0		>10.0
Annual Average PM _{2.5}	>0.3 µg/m ³		>0.8 µg/m ³
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gas.			

City of St. Helena

The following policies in the City's General Plan Update 2040 relate to GHG:

- CC1.2 Support transportation planning efforts to optimize fuel efficiency and reduce vehicle miles traveled on local roads.
- C 2.1 Encourage measures to reduce energy demand through conservation and efficiency.
- CC2.2 Support local efforts to improve the energy supply by switching from fossil fuels to renewables

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

The Farmstead Project is a service-oriented facility. It offers guests a variety of activities (a full restaurant and bar, wine tasting, local food country store, a farmers' market, etc.) that serve multiple needs and thereby encourages fewer vehicle trips. Located a walkable distance to downtown, patrons arrive on foot, by bicycle and by car.

The Farmstead project is seeking approval of an amendment to the use permit to reflect current and planned uses, primarily related to a change from the former nursery use. In addition, the existing farmer's market building will be reconfigured to include a butchery and retail meat sales. Existing butchery operations will be moved from the restaurant to the reconfigured space and the farmer's market will offer for sale, in addition to existing farmer's market products, fresh meat and charcuterie. The existing baking operation will be moved from the restaurant to the existing commercial kitchen in the Logan-Ives House. Expansion of storage space in

two current buildings is also planned along with modifying air-handling equipment and adding outdoor space enclosures to reduce noise from existing equipment. Overall new construction will be less than 1,300 square feet. No increases in traffic associated with the proposed reconfigurations or additional storage is anticipated however, two 200-person events per week have been proposed and analyzed in the attached traffic study.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The Project has included as part of its Project description compliance with the GHG reducing components including solar on the lodging, as well as to incorporate CalGreen and other energy efficient features beyond Title 24 requirements. Implementation of these features will ensure that the Project meets local policies.

The Project has a “Buy Local Program” incorporating a farmer’s market selling local and on-site grown food products, a GHG reducing concept as products travel fewer miles thereby reducing GHG emissions.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-b) **Less than Significant Impact.** The Proposed Project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB’s Scoping Plan. The Project would comply with requirements of the Green Building Code. All of the new 1,300 square feet of proposed remodeled and storage areas would be constructed in conformance with CALGreen and the Title 24 Building Code, which require high-efficiency water fixtures and water-efficient irrigation systems. Therefore, no wasteful use of energy will occur.

The onsite restaurant offers and promotes locally sourced products. The production of locally sourced foods used in the restaurant is supported with the sustainable farming of vegetables and fruits plus edible landscaping plants used throughout the proposed adjacent lodging project. The Farmstead project currently recycles and will enhance its recycling components to include composting. The onsite restaurant, farming and wine tasting all support local agriculture and thereby reduce GHGs.

Minimal GHG emissions, primarily associated with construction (roughly equivalent to the construction of a small house), would occur over the short-term. The analysis also included the impact of two 200-person events per week. Measuring the impact of a minor increase in space and the impact of two 200-person events per week resulted in no new significant air quality impacts. No new GHG generating uses are proposed that would exceed BAAQMD thresholds, a less than significant impact.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **Less than Significant Impact.** GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

GHG emissions for the construction period and the full-build out scenario of the Proposed Project were computed using CalEEMod. Construction emissions were based on the size and type of the project and phasing, duration and equipment usage information provided by the applicant. The model calculates emissions of GHG in the form of equivalent carbon dioxide emissions or CO₂e. CalEEMod also computes emissions from traffic generated by the project as well as emissions associated with energy usage, water

usage and solid waste generation. CalEEMod is the model recommended by BAAQMD for predicting emissions from land use development projects, such as this one.

Land Use Types

The following land use types were input to the model:

- Hotel = 65 rooms
- High Turnover (Sit Down Restaurant) for the Farmer's Market expansion = 908 square feet
- Parking Lot = 80 spaces

Construction Emissions

The CalEEMod model was used to predict construction GHG emissions. An applicant-provided construction schedule was used in modeling. The full results of the modeling are contained in the appendices to Attachment F. Construction phases included site preparation, site grading, paving, building construction and application of architectural coatings. CO₂e emissions associated with construction were assumed to occur in 2017 and 2018. Under this scenario, construction of the project would emit 366 MT of CO₂e. Neither the City nor BAAQMD have quantified thresholds for construction activities. However, the annual emissions would be below the lowest project emission threshold considered significant by BAAQMD. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices assumed to be incorporated into construction of the proposed project include, but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

Operational Emissions

The CalEEMod model along with the project vehicle trip generation rates were used to calculate operational period GHG emissions associated with operation of a fully developed site under the proposed project. The model uses mobile emission factors from the California Air Resources Board's EMFAC2011 model and adjusts these based on the effect of new regulations to reduce GHG emissions. These regulations include the Pavley Rule that increases fleet efficiency (reducing fuel consumption) and the low carbon fuel standard. This model is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to fuel efficiency standards and low carbon fuels. Adjustments to the modeling are described below.

Year of Analysis

Emissions associated with vehicle travel depend on the year of analysis. The earlier the year, the higher the emission rates as CalEEMod uses the California Air Resources Board's EMFAC2011 motor vehicle emissions model. This model assumes reduced emission rates as newer vehicles with lower emission rates replace older, more polluting vehicles through attrition of the overall vehicle fleet. The earliest full year the project could be possibly constructed and operational would be 2019.

CalEEMod Traffic Inputs

Traffic trip generation rates provided by the project traffic consultant (Crane Transportation Group) were used and input to CalEEMod. The traffic study assessed daily trip generation assuming 100 percent occupancy of the proposed 65-unit lodging facility. Trip rates for the High Turnover Restaurant (Farmer's Market expansion) were assumed to be zero, as no increase in visitor trips to the Farmer's

Market were reported in the traffic report. The weekend trip rates were estimated by applying the ratio between CalEEMod default weekday trip rate and the weekday rate from the traffic report.

Energy Consumption

CalEEMod has a default rate of 641.3 pounds of CO₂ per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. The PG&E rate was updated to be the most recent rate reported in the California Climate Registry that was for 2013, which is 429.6 pounds of CO₂ per megawatt of electricity produced, as described in Attachment F.

The 2013 Title 24 Building Standards became effective July 1, 2014 and are predicted to use 30 percent less energy for lighting, heating, cooling, ventilation, and water heating for non-residential uses than the 2008 standards that CalEEMod incorporates. Therefore, the CalEEMod project run was adjusted to account for the greater energy efficiency.

Solid Waste Generation

Emissions from solid waste generation are based on CalEEMod model defaults that are based on the project type and size. These are emissions associated with transporting and landfilling of solid waste generated by the project.

Water Usage

Emissions from water usage are based on CalEEMod model defaults that are based on the project type and size. These are emissions associated with electricity usage associated with conveyance and treatment of water and wastewater associated with the project.

Occupancy

GHG emissions are based on annual operations. The hotel is anticipated to have an occupancy rate of 100 percent. Therefore, emissions were modeled for full occupancy.

Table VIII-2. Annual GHG emissions of CO₂e (MT/year)

Source Category	2019 Proposed Project
Area	<0.1
Energy Consumption	188
Mobile	434
Waste	23
Water Usage	3
Total	649
BAAQMD Threshold	1,100 MT of CO₂e/year

The Proposed Project project's contributions of 649 MT of CO₂e/year to GHG's will be well below the threshold of 1,100 metric tons of CO₂e year; a less than significant impact as defined by BAAQMD.

- (b) **Less than Significant Impact.** AB 32, the Global Warming Solutions Act of 2006, codifies the State of California's GHG emissions target by directing CARB to reduce the state's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, CARB, CEC, the California Public Utilities Commission (CPUC), and the Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California's main strategies to reduce GHGs from Business as Usual (BAU) emissions projected in 2020 back down to 1990 levels. BAU is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. It required CARB and other state agencies to develop and adopt regulations and other initiatives reducing GHGs by 2012.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 MMT of CO₂e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector- or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, in light of the economic downturn, to 545 MMT of CO₂e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO₂e. Thus, an estimated reduction of 80 MMT of CO₂e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

The Proposed Project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan. The project would comply with requirements of the Green Building Code. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which require high-efficiency water fixtures and water-efficient irrigation systems. The Project, as one that encourages alternatives to vehicular transportation promotes the Policy 8.2.4 which promotes balanced land use development, and therefore does not conflict with any statewide, regional or local GHG reducing goals. As the Project will meet all current codes for energy efficiency and focuses on alternative transportation, it will preserve resources and use energy efficiently. The potential impact of the project is therefore considered less than significant.

MITIGATION MEASURES

None required.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- BAAQMD CEQA Guidelines, May 2010 (updated 2011).
- Illingworth & Rodkin, Draft Air Quality & Greenhouse Gas Emissions Assessment; August 23, 2016; updated December 2019 and February 2020.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

Several reports were consulted during the preparation of this section of the Initial Study. Those specific to the property are included in Attachment G: Andrew S. Rogers, ECON, No Soils Testing Required Memo including Natural Hazard Disclosure Reports, May 13, 2014 (Attachment G-1) and APEX Envirotech, Inc., Historical Pesticide Assessment, August 24, 2018 (Attachment G-2).

Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: (1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed."

REGULATORY SETTING

Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List". Hazardous waste management in the City of St. Helena is administered through the County-wide integrated Waste Management Plan. The St. Helena Fire Department oversees the acquisition, maintenance and control of hazardous waste for all activities within the City.

In 2005 the Association of Bay Area Governments (ABAG) released "Taming Natural Disasters", which acts as a multi-jurisdictional local hazard mitigation plan for the San Francisco Bay Area. The intent of the plan is to enhance disaster resilience throughout the region, pursuant to the Disaster Mitigation Act of 2000. The Plan was subsequently updated in 2010 and has since been approved by the Federal Emergency Management Agency (FEMA) and formally adopted by ABAG.

General Plan Update 2040

The following General Plan policies relate to the use and storage of hazardous materials:

PS4.3 Protect St. Helena residents from health and safety impacts related to the use, storage, manufacture, and transport of hazardous materials.

PS4.4 Discourage new uses that rely extensively on the use of hazardous materials.

- PS4.5 Facilitate communication and education about fire safety, non-point source pollution, household hazardous waste disposal, and recycling opportunities.
- PS4.6 Ensure that all streets and roads are adequate in terms of width, turning radius, and grade in order to facilitate access by City firefighting apparatus, and to provide alternative emergency routes of ingress and egress.

Implementing Actions

- PS4.D Require all new development to meet the minimum fire flow rates specified by the City's Fire Code.
- PS4.E Require all new development plans to be approved by the Fire Department prior to the issuance of building permits, grading permits, or final map approval.
- PS4.G Review all new development proposals for their potential to introduce the production, use, storage and/or transport of hazardous materials, and require reasonable controls on such materials.
- PS5.H Implement low impact development practices for new development and redevelopment projects to reduce stormwater peak flow rates and volumes from smaller, more frequently occurring storm events.
- PS4.K Require environmental assessments during the planning for development in areas previously used for agricultural, commercial, or industrial uses. Remediation of identified contamination that may result in health risks to construction workers and future owners and users shall be required prior to approval of construction, demolition, and grading permits for development.

Highway 29 Specific Plan

One of the objectives of the Specific Plan is the identification of existing potentially hazardous material in the local soil and groundwater. Two major hazardous material issues identified in the Specific Plan EIR include contamination of the former PG&E site on the south side of Mitchell Lane and the potential for release of asbestos and lead paint during the anticipated demolition of existing buildings within the project area. Neither the existing Farmstead at Long Meadow Ranch nor the Farmstead at Long Meadow Ranch Lodging component are associated with or located in areas of high risk.

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

The private residence and former City Corporation yard on the existing Farmstead of Long Meadow Ranch were former LUST (Leaking Underground Storage Tank) sites that have been cleaned up. The current LUST list does not identify any LUST's in the immediate area. No sites are shown on the Cortese list of Hazardous Waste and Substances site are shown for St. Helena (Cal EPA, March 2018).

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

While the site has not been the subject of a Phase I Environmental Assessment, the site's history has been reviewed by ECON (Attachment G-1). The file ECON reviewed at the County showed there was an above ground storage tank (AST) recorded at the property address, but it was associated with a frost protection wind machine that was somewhere near the center of the property. These ASTs store 750 gallons of gasoline. The wind machine, AST, and vines are no longer there. A recent inspection report from the Napa County Inspector confirmed that "no releases from the AST were documented, and no violations were noted" and the case is listed as "closed". (Attachment G). Based on a site visit, County file review, discussion with the current and previous owners, and APEX determined that no evidence of the use of permitted pesticides at the site. (APEX, 2018).

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-c) **Less Than Significant Impact.** The site is fully developed and not a use associated with hazardous materials. Therefore, impacts, significant uses, transport or storage associated with hazardous materials will be less than significant.

Because contractors would be required to comply with existing and future hazardous materials laws and licensing requirements covering the transport, use and disposal of hazardous materials, the impacts associated with the potential to create a significant hazard to schools would be less than significant. There would be no new stationary source of hazardous emissions or handling of acutely hazardous materials or waste associated with the Project, therefore, potential impacts would be less than significant. Given the recent age of the existing structures on site (constructed circa mid 2000's), and that no developments are proposed for demolition, the presence of lead-based paint (LBP) and asbestos-containing materials (ACM) is remote.

- (d) **Less than Significant Impact.** The Project is not located on a site listed on the Cortese lists or LUST pursuant to Section 65962.5. Therefore, this impact is identified as less than significant. (Cal EPA, March 2018)

- (e-f) **No Impact.** The Project site is located over 2 miles from an airport or airstrip, therefore, no impacts associated with airports are anticipated.

The Project has provided emergency access onto and around the site. The site development will not interfere with any adopted emergency response or evacuation plan and will have no impacts related to emergency response impairment.

- (g) **Less than Significant Impact.** See Section XIX (Wildfire) below for a discussion of this topic area.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a-c) **Less Than Significant Impact.** Given that the site was an agricultural use that has no hazardous materials, the potential for any impacts are less than significant. Additionally, the Project is not a use known associated with hazardous materials.

Project construction activities would include the use minor of amounts of hazardous materials such as fuels, lubricants, paints and solvents. Routine transport of hazardous materials to and from the Project site could result in an incremental increase in the potential for accidents. However, Caltrans and the California Highway Patrol regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. Because contractors would be required to comply with existing and future hazardous materials laws and licensing requirements covering the transport, use and disposal of hazardous materials, the impacts associated with the potential to create a significant hazard to schools would be less than significant. There would be no new stationary source of hazardous emissions or handling of acutely hazardous materials or waste associated with the Project, therefore, potential impacts would be less than significant. For these reasons the potential for this impact has been identified as less than significant.

- (d) **Less than Significant Impact.** Econ's search of the data resources that provide information did not identify any known active hazardous waste facilities exist on or adjacent to the Project site. The Project

is not located on a site listed on the Cortese list pursuant to Section 65962.5. Therefore, this impact is identified as less than significant.

- (e-f) **No Impact.** The Project site is located over 2 miles from an airport or airstrip, therefore, no impacts associated with airports are anticipated.

The Project has provided emergency access onto and around the site. The site development will not interfere with any adopted emergency response or evacuation plan and will have no impacts related to emergency response impairment.

- (g) **Less than Significant Impact.** See Section XX (Wildfire) below for a discussion of this topic area.

MITIGATION MEASURES

None required.

STANDARD MEASURES

- Construction chemicals shall be handled in compliance with state/federal law and stored in enclosed and secure buildings.

SOURCES

- Andrew S. Rogers, ECON, No Soils Testing Required Memo including Natural Hazards Disclosure Report; May 13, 2014.
- APEX Envirotech, Inc., Historical Pesticide Assessment, August 24, 2018.
- CalEPA, List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database (website accessed March, 2018).
- CalEPA, List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board and GeoTracker database (website accessed March 2018).
- Cal Fire, Napa County FHSZ (Fire Hazard Safety Zone) Map (website accessed March 2018)
http://frap.fire.ca.gov/webdata/maps/napa/fhszs_map.28.pdf.
- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena, Highway 29 Specific Plan, February 22, 2005.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY				
Would the project:				
a. Violate any water quality standards or waste discharge requirements?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j. Inundation by seiche, tsunami, or mudflow?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION

The Project's civil design team has prepared the following reports to address the Farmstead and Lodging Projects, these reports are contained in Attachment I-1 through I-4 and Attachment J:

- Preliminary Stormwater Control Plan
- Water Use Analysis Report
- Hydrology Analysis
- Memo Re: Schematic Design Civil Design Narrative

Additional discussion related to water is found in Section, XIX, Utilities.

ENVIRONMENTAL SETTING

The existing 2.47+/- acre Farmstead development is served by both a private water system and City water supply as well as serviced by the City storm drains, all discussed below. No increases in impervious area are proposed and no alterations to the existing drainage are proposed or required.

The amount of additional development for the Farmstead project improvements involves a small expansion of the storage area (510± sf) of already sewer-impervious soils. No significant changes to hydrology, water quality, or other of the above CEQA factors are anticipated.

The 10.03+/- acres of the Lodging site has little storm drain infrastructure. Site drainage is characterized by slow surface flow towards the southern corner of the site. Some of the surface runoff is collected in an existing swale that runs above the southeast property line and discharges into an existing 36" culvert. Limited infiltration occurs due to the site soils, which are mainly sandy clay over clayey gravel

REGULATORY SETTING

Water Quality

The Federal Clean Water Act prohibits discharges of storm water containing pollutants except in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. The NPDES program regulates stormwater discharges from municipal separate storm sewer systems (MS4s), construction activities, and industrial activities.

Acting per the mandate of the Clean Water Act, the California State Water Resources Control Board has issued a NPDES Construction General Permit to regulate construction activities and a NPDES General Permit for the Discharge of Storm Water for MS4s, Phase I and Phase II (Stormwater General Permit). The Construction General Permit requires construction projects that disturb one acre or more of soil to develop a Stormwater Water Pollution Prevention Plan (SWPPP). Phase II of the Stormwater General Permit requires small MS4s, including the City of St. Helena, to regulate storm water discharges. Per Provision E.12, "Post-Construction Stormwater Management Program," of the Phase II Stormwater General Permit, municipalities must require that development plans include specified features and facilities that will control pollutant sources; control runoff volumes, rates, and durations; and will treat runoff before leaving the site.

The City of St. Helena enforces Provision E.12 by requiring developers to comply with the guidelines in the BASMAA Post-Construction Manual (Manual). The Manual stipulates minimum requirements for different types of development projects. Per the Manual, a Regulated Project is a project that creates or replaces 5,000 square feet or more of impervious surface. Regulated Projects must route all runoff from impervious surfaces to bioretention facilities or landscaped retaining areas. Compliance with the Manual must be documented in a Stormwater Control Plan.

Groundwater Supply

The City of St. Helena follows the State of California's Model Water Efficient Landscape Ordinance, which requires water efficient landscapes in new landscape projects over 500 square feet and retrofitted landscapes over 2,500 square feet.

Drainage

Per Section 16.32.070 of the City of St. Helena Municipal Code, stormwater runoff from development projects must be collected and conveyed in a storm drainage system capable of collecting and conveying runoff generated by a 10-

year flood. The system must also provide for the protection of abutting and off-site properties that may be adversely affected by any increase in runoff attributed to the development.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a, c-f) **Less Than Significant Impact. Stormwater and Water Quality:** The Farmstead Project will create a small amount of new impervious surface, resulting in a small increase in stormwater runoff that could potentially contain pollutants. However, the new impervious area is a small enough area (less than 1,300 square feet) that the reduced infiltration of stormwater is not anticipated to substantially affect groundwater recharge, and thus will have Less Than Significant impact on groundwater recharge. Specifically, the Farmstead Project will fall below 5,000 square feet of impervious surface, and thus is below the impact threshold in the BASMAA Post-Construction Manual that triggers requirements for improving water quality of stormwater runoff, and therefore can be evaluated to have less than significant impact.
- (b) **Less Than Significant Impact. Water Supply:** The existing Farmstead facility currently operates and maintains its own Public Water System, which is fed from an existing on-site well. The annual total water use from the well is shown in the following table for the years 2012 through 2017:

Year	2012	2013	2014	2015	2016	2017
Water Use (gallons)	1,365,100	1,304,000	1,571,300	2,447,418	2,607,673	2,287,779

For the years 2012 through 2017, the average annual water use was 1,930,545 gallons.

The proposed uses for the Farmstead Project will not increase water demand, and no modifications to the Public Water System are proposed. As the existing well will not be used to supply more water, the project will have less than significant impact to groundwater supply.

- (g-h) **No Impact. Flooding:** The Farmstead Project is not proposing any housing or structures within the 100-year flood plain (per the FEMA FIRM Map). Therefore, the project will have no impact related to exposure of homes or structures to flooding.
- (i) **No Impact. Dam Failure:** The Farmstead Project is not located near a levee or dam, and thus will have no impact with exposure of people or structures to risks by the failure of a dam or levee.
- (j) **No Impact. Seiche and Tsunami:** Seiche and tsunami are short duration, earthquake-generated water waves in large enclosed bodies of water and the open ocean, respectively. Mudflows typically occur on steep slopes where vegetation is not sufficient to prevent rapid erosion. The Farmstead Project site is not located near the Pacific Ocean, near any large enclosed bodies of water, or near any sparsely vegetated steep slopes. Therefore, the risk of seiche, tsunami, or mudflow inundation at the site is low to non-existent and the project will have no impact.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a,f) **Less Than Significant With Mitigation Incorporated. Water Quality:** The Lodging Project's potential impacts to water quality result from stormwater runoff from the project site during construction and post-construction.

As the project will disturb more than one acre of soil during construction, the project will be required to prepare a SWPPP per the NPDES Construction General Permit prior to beginning construction. The SWPPP will describe the Best Management Practices (BMPs) for erosion and sediment control during construction. The BMPs will ensure that stormwater runoff from the project site during construction will adhere to water quality standards, so the project will have less than significant impact with mitigation incorporated.

As the project creates more than 5,000 square feet of impervious surface, the project will be required to follow the requirements of the BASMAA Post-Construction Manual (Manual) and demonstrate compliance by preparing a Stormwater Control Plan. The project's civil design team has prepared a Preliminary Stormwater Control Plan that demonstrates that proposed project is able to detain and treat stormwater runoff per the requirements of the Manual by utilizing strategies such as bioretention facilities and landscaped self-retaining areas. Refer to the Preliminary Stormwater Control Plan, included as an attachment, for a detailed description of project's post-construction stormwater management. The proposed project is able to meet the requirements of the Manual, so stormwater runoff from the project site post-construction will adhere to water quality standards. Therefore, the project will have less than significant impact with mitigation incorporated.

- (b) **Less Than Significant With Mitigation Incorporated. Groundwater:** The Lodging Project's potential impacts to groundwater supply are from increased demand at the two existing on-site wells. The existing wells have adequately served agricultural activities. Under the proposed Lot Line Adjustment, one of the existing wells will no longer be located on the Lodging Project parcel and will instead be located on the adjacent parcel belonging to David and Katherine Gold. A private water well easement agreement will be recorded to allow the Lodging Project access and to utilize the water from the well. Therefore, both existing wells will continue to be used and will supply water to the Lodging Project's farm and landscape irrigation.

Well reports submitted with this application indicate that well production rates far exceed estimated irrigation demands. Well reports indicate production rates of 75 gpm (west well) and 15 gpm (east well), requiring approximately 220 hours run time annually at peak rates to meet estimated irrigation demand of 3.6 acre-feet. Assuming the wells will not always produce at peak rates, a conservative assumption of 50% production results in 440 hours of run time annually. Therefore, no new wells will be required to meet the irrigation demands of the Lodging Project.

The Lodging Project landscaping and irrigation system will be designed to meet the requirements of the State of California Model Water Efficient Landscape Ordinance, ensuring that the irrigation demands from the project are as low as possible.

As the Lodging Project does not require any new wells and will minimize use of existing wells by following the guidelines in MWELD, the project will have less than significant impact with mitigation incorporated.

- (c) **Less Than Significant With Mitigation Incorporations. Stormwater:** The existing site of the Lodging Project has limited storm drain infrastructure. The site drains primarily through slow surface flow towards the southern corner of the site. Some of the surface runoff is collected in an existing ditch which runs along the southeast property line and Mills Lane. The existing ditch also receives runoff from a 36" CMP that runs below the driveway to the adjacent Gold parcel.

The Lodging Project will construct a new storm drain system. Stormwater runoff will be conveyed to facilities like raingardens, landscaped self-retaining areas, and permeable pavement to encourage infiltration. Stormwater runoff that does not infiltrate on site will primarily be collected in storm drain

pipes that will connect to a new storm drain line in Mills Lane per the Highway 29 Specific Plan and City of St. Helena Storm Drain Master Plan that will discharge into the Napa River.

The project's civil design team prepared a Hydrology Analysis, included as Attachment I, which demonstrates that the proposed project improvements will not increase the 10-year runoff volume above the pre-development 10-year runoff volume by utilizing the storage volume provided in the on-site raingardens.

As the proposed project will not increase the 10-year runoff volume the alteration of the existing drainage pattern of the site will have less than significant impact on erosion or siltation.

- (d) **Less Than Significant With Mitigation Incorporated. Drainage Patterns:** Per the discussion in X(c), the Lodging Project will substantially alter the existing drainage pattern of the site. However, per the Hydrology Analysis, the proposed project improvements will not increase the 10-year runoff volume above the pre-development 10-year runoff volume. In addition, the proposed project will reduce the amount of surface conveyance of stormwater runoff, as most of the runoff will be conveyed in storm drain pipes rather than sheet flowing on the surface. All storm drain conveyances will be designed to be capable of collecting and conveying runoff generated by a 10-year flood.

By ensuring that the proposed project does not increase the 10-year runoff volume above the pre-development 10-year runoff volume and sizing all storm drain conveyances to be capable of collecting and conveying runoff generated by a 10-year flood, the project will have less than significant impact with mitigation incorporated on flooding.

- (e) **Less Than Significant Impact With Mitigation Incorporated. Runoff:** Per the discussion in X(c-d), the Lodging Project will not increase the 10-year runoff volume above the pre-development runoff volume and proposed stormwater drainage conveyances will be designed to have sufficient capacity to convey the runoff generated by a 10-year food. Per the Highway 29 Specific Plan and the Storm Drain Master Plan, the new storm drain in Mills Lane is a planned storm drainage system and will be designed to have capacity for the runoff from the Lodging Project.

As described in the discussion in X(a) above, the Lodging Project will comply with the requirements of the BASMAA Post-Construction Manual to ensure that stormwater runoff from impervious surfaces will be treated to improve water quality. Therefore, the project will not contribute runoff water which will exceed the capacity of the planned storm drainage system and will not provide additional sources of polluted runoff. Thus, the project will have less than significant impact with mitigation incorporated.

- (g-h) **No Impact. Flooding:** The Farmstead Project is not proposing any housing or structures within the 100-year flood plain (per the FEMA FIRM Map). Therefore, the project will have no impact related to exposure of homes or structures to flooding.
- (i) **No Impact. Dam Failure:** The Farmstead Project is not located near a levee or dam, and thus will have no impact with exposure of people or structures to risks by the failure of a dam or levee.
- (j) **No Impact. Seiche and Tsunami:** Seiche and tsunami are short duration, earthquake-generated water waves in large enclosed bodies of water and the open ocean, respectively. Mudflows typically occur on steep slopes where vegetation is not sufficient to prevent rapid erosion. The Farmstead Project site is not located near the Pacific Ocean, near any large enclosed bodies of water, or near any sparsely vegetated steep slopes. Therefore, the risk of seiche, tsunami, or mudflow inundation at the site is low to non-existent and the project will have no impact.

MITIGATION MEASURES

Existing Farmstead at Long Meadow Ranch (Farmstead)

None required.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

HYDRO-1. Water Quality: The applicant shall comply with the requirements in the BASMAA Post-Construction Manual. Compliance will be demonstrated by completion of a Stormwater Control Plan to be approved by the City of St. Helena prior to construction.

HYDRO-2. Groundwater: Prior to construction, the applicant shall submit landscape and irrigation plans to be approved by the City of St. Helena demonstrating compliance with the State of California's Model Water Efficient Landscape Ordinance.

HYDRO-3. Drainage, Stormwater, Runoff: Prior to construction, the applicant shall submit a hydrology analysis, to be approved by the City of St. Helena, demonstrating that the proposed project will not increase the 10-year runoff volume above the pre-development 10-year runoff volume.

IMPACT SIGNIFICANCE AFTER MITIGATION

Implementation of the above mitigation measures will ensure that the potential impacts related to hydrology and water quality are reduced to less than significant levels.

SOURCES

- FEMA, Firm Panel 377 of 3650, September 26, 2008.
- Sherwood Design Engineers. Preliminary Stormwater Control Plan for a Regulated Project Farmstead at Long Meadow Ranch Lodging. April 18, 2017.
- Sherwood Design Engineers. Hydrology Analysis for Farmstead at Long Meadow Ranch Lodging. April 18, 2017.
- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XI. LAND USE & PLANNING				
Would the project?				
a. Physically divide an established community?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect??				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION

The City of St. Helena is divided into two distinct areas: a developed “urban service area” and a more, rural, agricultural, industrial area located around the periphery. The City exhibits a traditional landscape with the urbanized commercial land uses concentrated in the city center and along SR 29, with residential development radiating outwards to the northeast and southwest.

The two Project sites are located on the northeast side of Main Street, generally bounded by Charter Oak Avenue to the north and Mills Lane to the south. The Farmstead operations occupy a fully developed site of 2.47 acres at the corner of Charter Oak Avenue and Main Street (738 Main Street). The proposed Lodging project is located on an undeveloped site of approximately 10.03± acres at the corner of Main and Mills Lane (1000 Mills Lane). The lodging property’s eastern boundary is separated from the railroad tracks along Main Street by the St. Helena Veterinary clinic. The northeastern arm extends from the railroad tracks east of Mills Lane to just north of the La Fata Street. The bulk of the property extends northwestward and backs up to adjacent residential development. A narrow sliver of land that will be subject to a lot line adjustment with the intervening veterinary facility will form the eastern property boundary. The southern half of this finger lies adjacent to the parcel containing the existing Farmstead restaurant. Surrounding land uses include single family residences to the northwest, agricultural land to the northeast and commercial properties to west, southwest and south.

ENVIRONMENTAL SETTING

Existing Farmstead at Long Meadow Ranch (Farmstead)

The Applicant is requesting amendments to the use permit to allow for a re-configuration of interior facilities. The Project does not propose any substantial changes to the existing use of the site and as such, it will remain in conformance with the applicable land use designations with only minor changes to the use permit.

The minor changes to the existing Project are primarily operational: the remodeling and 408 sq. ft. expansion of the existing building between the restaurant and the Logan-Ives House, now used for the farmer's market, to house the butcher shop; a small expansion of dry storage space (355 sq. ft.) off of the restaurant kitchen near the electric charging parking spaces and a small expansion of storage space (510 sq. ft.) on the back side of the events building on the southeast corner; relocation of the chef's table to another location off-site to allow existing restaurant bakery operations to move to the commercial kitchen in Logan-Ives House.

The request for an amended use permit for the Farmstead property will clarify the current uses approved by Resolution #2009-30 and the building permits issued for the property in July 2009 through January 2010. The current amendments will allow for additional storage, reconfiguration of current uses, and to allow for the range of additional uses described in Table 1.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

For the lodging component on the undeveloped portion, 65 guest rooms and suites will be spread among 10 buildings integrated into the agricultural setting. The buildings are configured with 6 or 7 guest rooms per building. Individual rooms will have courtyards or porches. Throughout the lodging portion of the property, farming will continue with an edible landscape of herbs, fruit and citrus trees, and vegetables planted along the pathways. The Project details are included in Section 1.0 of this Initial Study.

The Lodging component has a General Plan land use designation of Service Commercial and Agriculture. The Project is zoned Service Commercial (SC). As part of the Project, the applicant is requesting a variance to allow on-site managers employed 24 hours per day, 7 days per week in place of the requirement for a manager living on-site as required by Zoning Code Section 17.52.090(I).

In addition to Use Permit and Design Review approvals required to establish the use and construct the proposed buildings, the Applicant is requesting approval of a Lot Line Adjustment (LLA) with the neighboring veterinarian property (Gold) to provide a direct land connection between the Farmstead and Lodging Projects. A merger of the four Lodging Project parcels will be required to enable the project buildings positioning to conform to zoning set-backs requirements. The city of St. Helena will require a vacation of ROW along Mills Lane after the realignment of Mills Lane. The realignment takes property from two parcels (that have dedicated land for the realignment) and returns the remainders to the owners (Gold and LMR).

REGULATORY SETTING

General Plan Update 2040

The Farmstead parcel is designated Service Commercial in the City's General Plan and the proposed Lodging parcels have a split designation of Service Commercial and Agriculture.

The outer edge of the City is demarcated by the Urban Limit Line (ULL) which is a parcel specific boundary that marks the limit of allowed urban development. The intent of the ULL is to discourage urban development and preserve lands outside of the ULL for agricultural lands. The project sites are mostly located within the ULL. The Farmstead

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

site is completely within the ULL, and the area proposed for urban development on the Lodging site is also within the ULL. The portion of the Lodging site that is to remain in agriculture is outside of the ULL. By preserving the area outside of the ULL in agriculture, the project proposal is consistent with the goals of preserving agriculture and discouraging urban development.

The following General Plan policies relate to the proposed project:

- LU1.1 Require new development to occur within well-defined boundaries and be consistent with the ability to provide urban services. New development should mitigate infrastructure impacts by using sustainable, best management practices in green building and stormwater management and paying its share of development impact fees, while minimizing impacts on sewer, water, energy, and natural resources.
- LU1.2 Allow urban development to occur only within the Urban Limit Line. Consider an exception for on-site employee housing on Agricultural lands. Urban services, such as sewer, water, and storm drainage, will only be extended to development within the Urban Limit Line.
- LU1.3 Support agricultural and low-intensity uses beyond the Urban Limit Line.
- LU1.4 In order to minimize and postpone the need for expansion of the Urban Limit Line, encourage infill development within currently developed areas.
- LU1.5 Require new development to provide adequate infrastructure and urban services, including compliance with the policies and implementing actions affecting new development as set forth in the Public Facilities and Services Element.
- LU1.6 Support the redevelopment of vacant and underutilized sites within the downtown area with mixed-use development opportunities. Encouraging infill development with a mix of uses will support a pedestrian-oriented, vibrant retail and commercial district that is centrally located and easily accessible to residents and neighborhoods.
- LU3.2 Enhance the pedestrian-oriented character of commercial areas and provide for convenient pedestrian and bicycle connections to encourage walking and reduce vehicle trips within the commercial area.
- LU3.3 Support the redevelopment of auto-oriented commercial areas into pedestrian-friendly commercial uses.
- LU3.5 Ensure that new retail and commercial development is compatible with and complementary to St. Helena's small-town image.
- LU3.7 Provide sufficient auto and bicycle parking in order to serve local businesses in the commercial districts. Ensure that all parking areas are well-designed and that auto parking spaces are hidden from pedestrian view, when-ever possible.
- LU3.11 Ensure that new commercial development does not obstruct view corridors to the mountains.
- LU5.1 Discourage conversion of existing farmland to non-agricultural uses.

Housing

The 2015 City of St Helena's Housing element provides the following applicable overall goal:

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

Make efficient use of land within the Urban Limit Line to protect agricultural lands, promoting compact, well-designed developments that 'fit in' with existing neighborhoods and contribute to the overall livability of our community. Encourage a balance of housing types throughout the entire community.

While neither the Farmstead nor the Lodging project propose any housing, both projects' developed areas are within the ULL, and the Lodging project protects agricultural lands, as described above. Both projects will be subject to payment of an affordable housing fee (See also Section XIII, Population and Housing).

Highway 29 Specific Plan

The Highway 29 Specific Plan policies that discuss service commercial and agriculture include:

- 2.6.39 All retail businesses shall conform to a scale commensurate and compatible with the small-town character of St. Helena.
- 2.6.42 Allow only businesses which are primarily local-serving within all commercial areas. Exclude all fast food restaurants, outlet and discount type stores as well as large retail businesses whose consumer base requires a population larger than St. Helena and its vicinity.
- 2.6.58 Promote the continuation of agricultural activities within and adjacent to the City.
- 3.4.2 Support the development of a responsible visitor-serving component to the City's economy as a valuable source of jobs, tax revenues, and cultural amenities.
- 3.4.6 Allow the development of visitor-serving uses only within the capability of existing road capacities to accommodate increased traffic.
- 4.3.2 Ensure that local serving uses are located within a comfortable walk of the center of town and public parking.

The Farmstead project is proposing minor additions (less than 1,300 square feet) to its already established restaurant operations. No new uses will be added, although current uses will be reconfigured and relocated on site as described in Section 1.0, Project Description. Over half of this additional square footage is storage. The changes within the Logan Ives building will be internal, thereby preserving and adapting the historical structure, consistent with the above General Plan goals.

The Lodging project proposes development only on the areas designated and zoned service commercial. The area designated agriculture will be preserved and enhanced with agricultural operations. That agricultural theme is proposed to extend into the lodging component. The proposal is a logical extension of development, surrounded by other service commercial operations and thereby supporting the above policies.

Both of the Farmstead and Lodging projects are both visitor-serving and local-serving projects as they are within a comfortable walking distance to the center of town. Both are designed to integrate into the existing fabric of the town, thereby supporting both the General Plan's and Highway 29 Specific Plan's land use policies.

Zoning

The Farmstead site is zoned service commercial (SC). The Lodging component has a split zoning of SC and Agriculture (A-20), consistent with its land use designations.

The Service Commercial designation provides for service and retail uses, restaurants, service stations, motels, public and quasi-public uses, and similar and compatible uses. The designation is intended primarily for service and retail uses that are automobile-oriented or whose operational characteristics and space needs are not considered appropriate for the Central Business District. The intent is for the SC district to be primarily local resident serving in

character. Strictly tourist-serving retail uses are prohibited within this designation. Maximum FAR in the SC district is 0.50.

Both Projects are consistent with the scale of St. Helena. Both Projects will serve the local population and visitors (Farmstead has a large locally sourced component and a local clientele). The Lodging component will complement the objectives of a continuation of the small town feel and serve locally sourced products. The incorporation of agricultural and returning a portion of the property to viable agriculture, while adding a lodging project with a sustainable visitor-serving use, will add to the City's economy. Both projects focus on alternative modes of transportation (pedestrians and bicycles), as discussed in the Section XVII, Traffic and Circulation.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a) **No Impact.** The Project is not expected to result in any division of an established community as it will not include (or remove) any physical features (such as a road or barrier) that divide, or reduce, access between the existing community and outlying areas. Therefore, there are no impacts to the division of community.
- (b) **No Impact.** The Farmstead Project is consistent with the underlying zoning district, Hwy. 29 Specific Plan and the General Plan Update. To modernize operations, the Project will be subject to a use permit amendment which would ensure that changes to structures and their uses are of an intensity that is consistent with the intent of the General Plan, Specific Plan or Zoning Ordinance. No changes are proposed to the site that would otherwise be in conflict with any applicable plan or regulation. Therefore, there are no land use impacts.
- (c) **No Impact.** As an existing commercial operation on a site designated for service commercial uses within a fully developed neighborhood area, the Farmstead Project will not impact any habitat conservation plans or natural community plans. Therefore, there are no impacts to any habitat conservation or natural community plans.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **No Impact.** The site is located at the southern portion of the City limits and is surrounded by commercial and residential uses. It will not physically divide an established community as it has been planned for Service Commercial use in General Plans dating back several decades. The Project is in an area that is transitioning to more intensive commercial/ agricultural uses as called for in both the City's current General Plan and the Highway 29 Specific Plan. This Project will contribute to that transition; it will not result in any obstructions to access. The Project would not physically divide an established community. Therefore, no significant impact is anticipated.
- (b) **Less Than Significant Impact.** The Lodging component is consistent with the General Plan designation and zoning as it preserves the agriculturally zoned component and provides for service commercial uses. The new Lodging will complement the existing St. Helena commercial center as no space currently exists in the center of the CBD to provide for additional lodging facilities. Given the large local serving activities associated with the adjacent Farmstead development, the Lodging Project will extend these services and provide for an additional employment base. The Project is a walkable project, encouraging alternative transportation to downtown. Existing commercial facilities will buffer the proposed uses to the south. Mitigation Measures have been identified for all biological, geological, construction noise and air quality, and transportation impacts. These mitigations will reduce all impacts to a less than significant level. Therefore, no significant land use impacts are identified.

- (c) **No Impact.** The site is not within any conservation strategy or environmentally sensitive area. No conservation plans or natural habitat plans are located adjacent to the property (See Section IV(e-f)). The agricultural component will provide a buffer between the proposed Lodging facility and lands to the north. The Project will conform to the General Plan, have no impacts on habitat conservation plans or natural community conservation plans, and therefore, no significant impact is anticipated.

MITIGATION MEASURES

None required.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena Zoning Map, May 24, 2018.
- City of St. Helena Housing Element, May 26, 2015.
- City of St. Helena Highway 29 Specific Plan, February 22, 2005.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XII. MINERAL RESOURCES

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

- b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION/IMPACT ANALYSIS

Neither the City of St. Helena's General Plan, nor the Surface Mining and Reclamation Act (SMARA) of 1975, identifies specific areas of mineral resources in this area of St. Helena.

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-b) **No Impact.** The Project does not lie within one of the listed aggregate deposits in the SMARA report as shown on the Napa Quadrangle. The Project will have no impact on mineral resources

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a-b) **No Impact.** The Project does not lie within one of the listed aggregate deposits in the SMARA report as shown on the Napa Quadrangle. Therefore, the Project will have no impact on mineral resources.

MITIGATION MEASURES

None required.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- State of California, Surface Mining and Reclamation Act (SMARA) of 1975, updated in 1977.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIII. NOISE				
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport				

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels??				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION

Several noise studies were prepared for the Project by Illingworth & Rodkin, Inc. in September of 2016; updated August 2019 (Attachment E-1); Papadimos Group for the Farmstead at Long Meadow Ranch in August of 2018 (Attachment E-2), and Walsh Norris Associates for the Farmstead Outdoor Bar Area in August of 2018 (Attachment E-3). All three reports are found in Attachment E.

REGULATORY SETTING

The State of California and the City of St. Helena have established regulatory criteria that are applicable in this assessment. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

2016 California Building Code, Title 24, Part 2. The current (2016) California Building Code (CBC) places limits on interior noise levels attributable to exterior environmental noise sources. This report considers interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA L_{dn} in any habitable room for new dwellings other than detached single-family dwellings.

St. Helena General Plan and Municipal Code. The Municipal Code does not quantitatively regulate noise levels, but authorized the chief of police to review complaints of “unnecessary noise” as defined in Chapter 8.24. Similarly, noise that can be heard at the property line of any parcel that is generated by commercial activities, between the hours of 10:00 pm and 7:00 am is prohibited, unless permitted by the chief of police.

City Ordinance No. 305 prohibits any noise which disturbs the public peace. This ordinance is intended to discourage unusually noisy activities in residential areas. It also specifically limits noise emissions by machinery between hours of 9:00 pm and 7:00 am.

General Plan Update 2040

The St Helena General Plan (Table 9.2) address the compatibility standards that apply to development projects:

Table XIII-1 Land Use Compatibility Guidelines

<u>Land Use Category</u>	<u>Community Noise Exposure (dBA, Ldn or CNEL)</u>			
	<u>/1/</u>	<u>/2/</u>	<u>/3/</u>	<u>/4/</u>
	<u>Completely Compatible</u>	<u>Tentatively Compatible</u>	<u>Normally Incompatible</u>	<u>Completely Incompatible</u>
<i>Residential</i>	< 55 dBA	55-60 dBA	60-75 dBA	>75 dBA
<i>Commercial/ Office</i>	<65 dBA	65-75 dBA	75-80 dBA	> 80 dBA
<i>Industrial/</i>	< 70 dBA	70-80 dBA	80-85 dBA	> 85 dBA
<i>Agricultural</i>				
<i>School, libraries, churches, hospitals</i>	< 65 dBA	65-70 dBA	70-80 dBA	> 80 dBA
<i>Playground, neighborhood park</i>	< 67 dBA	67-70 dBA	70-75 dBA	> 75 dBA

/1/ Completely Compatible – Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction.

/2/ Tentatively Compatible – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems of air conditioning will normally suffice.

/3/ Normally Incompatible – New construction and development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

/4/ Clearly Incompatible – New construction or development should generally not be undertaken.

The following General Plan policies are related to noise:

- PS2.1** Preserve the current low levels of noise in St. Helena to maintain the City's rural atmosphere.
- PS2.2** Maintain a citywide environment that balances various City objectives while minimizing the impact of highway, railroad, and industrial noise. The City should manage both indoor and outdoor noise levels to protect health and safety. A combination of noise standards and existing noise levels should be used to determine impacts and mitigation measures.
- PS2.3** Minimize potential noise impact conflicts between land uses by regulating incompatible land uses. Encourage noise-generating uses to reduce their impacts while promoting land use patterns that avoid conflicts. Employ compatibility guidelines, interior noise level criteria, the City's noise standards, and noise contour maps to determine the compatibility of land uses.
- PS2.4** Require a reduction and/or control of the use of machinery, mechanical systems and other noise-making equipment and sources in and near residential areas where the noise impacts would be considered intrusive to adjacent residential property, unless consistent with the right-to-farm.

PS2.5 An increase in average noise levels of 5 dBA or greater is considered to be significant and to constitute a noise impact by the noise source in question for the purpose of environmental analyses.

Existing Noise Environment

The Illingworth and Rodkin team undertook the long-term noise measurement (LT-1) along the northwest property line of the Project site, approximately 600 feet from the center of Main Street and adjacent to Charter Oak Avenue residential properties that border the site. Figures 2 - 7 of Attachment E-1 display the measured noise data over a daily basis. Hourly average noise levels typically ranged from 44 to 53 dBA Leq during the daytime period (7:00 a.m. to 10:00 p.m.) and from 38 to 48 dBA Leq at night (10:00 p.m. to 7:00 a.m.). Hourly average noise levels during the 9:00 p.m. hour on Monday, July 4, 2016 reached 68 dBA Leq because of fireworks. The day-night average noise level at LT-1 typically ranged from 50 to 52 dBA Ldn with the exception of Monday, July 4, 2016 when the Ldn reached 56 dBA Ldn because of the sounds attributable to fireworks during the 9:00 p.m. hour.

Four short-term noise measurements were also made on Friday, July 1, 2016 and Tuesday July 6, 2016 to complete the noise monitoring survey. A 20-minute short-term noise measurement was made at site ST-1 between 6:50 p.m. and 7:10 p.m. on Friday, July 1, 2016 to quantify noise levels produced by a wedding reception held on the event lawn east of the Farmstead restaurant. The wedding reception had live, amplified music provided by a bluegrass band known as the "Town Howlers". The sounds of distant traffic, mechanical equipment, and the amplified music ranged from 46 to 49 dBA, and the sound of the music was barely audible above the sounds produced by the distant traffic and mechanical equipment. Voices on the public address system were measured to range from 48 to 50 dBA, and the cheering of the crowd reached 53 to 54 dBA as the wedding party was introduced. The average noise level during the 20-minute measurement was 48 dBA Leq. Ambient traffic noise levels were monitored at sites ST-2, ST-3, and ST-4 on Tuesday July 6, 2016. Average traffic noise levels were 45 to 48 dBA Leq depending on the distance between the measurement site and Main Street. Table XII-2 summarizes the results of the short-term noise measurements.

TABLE XIII-2: Summary of Short-Term Noise Measurements (dBA)

Noise Measurement Location (Date, Time)	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq}
ST-1: 300 feet from the center of the stage at the event lawn. (7/1/2016, 18:50-19:10)	60 ¹	53	49	48	47	48
ST-2: 820 feet from the center of Main Street. (7/6/2016, 13:40-13:50)	52	49	47	45 ²	43	45
ST-3: 600 feet from the center of Main Street. (7/6/2016, 14:00-14:10)	54	51	47	45	43	46
ST-4: 350 feet from the center of Main Street. (7/6/2016, 14:20-14:30)	58 ³	55	49	47	45	48

Notes: 1. A motorcycle along Main Street produced the maximum noise level of 60 dBA.

2. PG&E Substation produced noise levels ranging from 44 to 45 dBA.

3. Barking dogs at the nearby vet generated maximum noise levels reaching 58 dBA. After the measurement was complete, the Napa Valley Wine Train warning whistle generated maximum noise levels ranging from 80 to 82 dBA.

To document exterior equipment existing conditions, the Papadimos Group undertook noise surveys at Farmstead on 6/7/18 and 6/28/18. Noise output from exterior equipment was measured close to the equipment and at the east property line. The highest measured level at the east property line was 63 dBA and the loudest equipment was exhaust fan EXF-1 serving the barn/catering kitchen and Trane® packaged air-conditioning unit AC-1 serving the main restaurant building. Figure 1 of Attachment E-2 identifies the equipment observed at Farmstead.

A 3-dimensional computer model of the site and equipment was constructed using SoundPLAN®. This model then was calibrated to match the measurements made during our noise surveys and subsequently used to predict noise levels from individual equipment and cumulative noise levels, both at the east property line and at neighboring residential facades. Table XII-3 on the next page shows these predictions ordered from highest to lowest noise level at the east property line. Additionally, a color contour map of the existing noise levels is attached in Appendix A of Attachment E-2.

TABLE XIII-3: Existing Noise Levels

Equipment	Highest noise level at property line (dBA)	Noise level at residential facades (dBA)
Barn Exhaust Fan (EXF-1)	60	45
Trane Packaged Unit (AC-1)	58	33
Restaurant MAU	47	31
Barn Exhaust Fan (EXF-2)	46	32
Small AC unit above AC-1	46	35
Solar Panel Electrical Box	45	23
Mushroom Exhaust Fans (EF-1 thru 5)	44	31
Barn MAU	41	24
Carrier Condensing Units	40	27
Electrical Transformer	37	14
All Equipment (Total)	62	46

Existing Farmstead at Long Meadow Ranch (Farmstead)

There are a number of acoustical variables that control the sound level at the property line, such as distance to the property line, height of sound barrier, distance between the patrons and the sound barrier inside the bar area, and sound level of the patrons. The Farmstead use permit amendment includes improvements to attenuate noise, and additional information on these planned improvements is contained in Attachments E-3 of this IS/MND.

Given that average noise levels east of Farmstead are typically no less than 45 dBA during Farmstead's hours of operation, the regulatory limit defined by the 1993 St. Helena General Plan would be 50 dBA at Farmstead's eastern property line. On this basis, noise control treatments are proposed as improvements to limit Farmstead's equipment noise to below 50 dBA at the eastern property line. These proposed noise attenuating improvements include:

- A 3ft long sound attenuator in the exhaust outlet duct of AC-1.
- A 4-sided barrier around EXF-1, 3ft taller than the top of the unit's discharge duct.
- A 3-sided barrier around the Small AC unit above AC-1, 1ft taller than the unit.
- Replacing the existing property line fence with an 8ft tall solid sound barrier.

With the noise attenuation proposed, noise levels would be reduced to the following levels:

TABLE XIII-4: Noise Levels with Treatments for HVAC

Condition	Conditions				Noise Levels	
	EXF-1	AC-1	Small AC unit above AC-1	Property Line Barrier	Neighbor's Side of the eastern property line (dBA)	Level at residential facades (dBA)
Existing	None	None	None	None	60*	46
Treated	Barrier 3 ft. taller than unit	3 ft. Sound Attenuator	Barrier 1 ft. taller than unit	8 ft. tall	44	38

*Note the highest levels on the neighbor's side of the property line are 2 dB less than predicted levels at the property line. This is due to minor shielding from the existing property line fence.

Currently, the east side of the restaurant's outside bar area is mostly open to the closest property line. An existing board fence, approximately 6 feet high, extends in the north direction from the restaurant building approximately 43 feet and turns to the west at the end for approximately five feet. Additions are being proposed to the existing LMR Farmstead facility, including construction of a new dry storage area. This addition will extend out approximately 14' from the existing restaurant building and close off that area on the east side of the outdoor bar area. An 8 feet high solid fence will extend from the new dry storage building addition out to the north and turn west to the existing fireplace for a full enclosure of the bar area. Two hundred, fifty-five feet of the existing board fence on the property line will be replaced with an 8 feet high solid fence. The noise levels will be reduced at the property line to 37 dBA.

TABLE XIII – 5 Calculated Sound Levels at Property Line (PL)

	<u>Closest Distance to the East PL</u>	<u>Location on PL at Northeast with No Barrier Shielding</u>
Existing Condition <ul style="list-style-type: none"> 6' High Board Fence on East Side of Bar Area with a Small Return Portion on the North Side 	54 dBA	42 dBA
With Changes <ul style="list-style-type: none"> New Dry Storage Building 8' High Solid Fence on East and North Sides of Bar Area Tectum ceiling panels installed above bar area 8' noise attenuating fence at the property line 	39 dBA	37 dBA

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

Based on the results of the ambient noise monitoring survey, existing noise levels at the portions of the site proposed for lodging are approximately 50 to 52 dBA Ldn. Traffic noise levels along Main Street, between Pope Street and Mills Lane, are not anticipated to measurably increase by 2030; therefore, the future noise environment is expected to remain at or below 52 dBA Ldn, less than the requirements of the City of St. Helena. The exterior noise environment would be considered to be completely compatible for the proposed land use. Interior noise levels, assuming that buildings are of normal conventional construction with no special noise insulation, would be less than 45 dBA Ldn, meeting the interior noise limits established in the General Plan and by the State Building Code. Additional noise controls or noise insulation are not required to conform to the applicable exterior or interior noise limits established in the General Plan and State Building Code.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-c) **Less Than Significant Impact.** The Proposed Farmstead alterations would not result in a permanent noise level increase at existing noise sensitive land uses due to Project-generated traffic, and none of the construction is expected to require pile driving, which can cause excessive vibration. No new mechanical equipment is associated with the Project that would generate noise in excess of the City of St. Helena's noise standards. Noise attenuation measures for existing use are described above ensuring compliance with City standards and existing noise is reduced to a level of less than significant.
- (d) **Less Than Significant.** Noise generated by Project construction activities could temporarily elevate ambient noise levels at sensitive land uses in the vicinity. Due to the proximity of existing residential land uses, there is a potential that construction noise levels would exceed 60 dBA Leq, and the ambient by at least 5 dBA Leq, for short periods of time. Because construction activities near the residences are small (355 square feet), and of such a short duration, this impact is considered less than significant.
- (e,f) **No Impact.** The Project site is not located within an airport land use plan, or within two miles of a public airport, public use airport or private air strip. Occasional aircraft overflights are intermittently audible at the site, but these infrequent events do not substantially contribute to hourly average or daily average noise levels at the site. The Project would not expose persons in the area to excessive aircraft noise, therefore no impact will occur.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **Less Than Significant Impact.** The Proposed Project would not result in a permanent noise level increase at existing noise sensitive land uses due to Project-generated traffic, a less than significant impact.
- (b) **Less Than Significant Impact.** Construction-related vibration levels resulting from activities at the Project site would not exceed 0.3 in/sec PPV at the nearest residential and commercial land uses. The construction of the Project may generate vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site preparation work, foundation work, paving, and new building framing and finishing. The Proposed Project is not expected

to require pile driving, which can cause excessive vibration. Therefore, this impact is considered less than significant.

- (c) **Less Than Significant With Mitigation Incorporated.** Mechanical equipment associated with the Project could generate noise in excess of the City of St. Helena's noise standards, a potentially significant impact unless mitigation by Mitigation Measure NOI-1 below is implemented.

The Proposed Project would likely include rooftop mechanical equipment, such as heating, ventilation, and air conditioning systems (HVAC) that would produce noise during operation. At the time of this analysis, specific mechanical equipment details were not available. However, since completion of the acoustical analysis, the designers have made the following provisions in the design:

- **Lodging rooms:** The equipment is set in a roof well at the center of each 'H' shaped building. The ridge lines of the roofs are higher on all four sides, visually and acoustically shielding potential mechanical noise to all sides
- **Micro-turbine barn:** At this point we are showing a small barn enclosure. While the specifics of the structure are not yet completed, the building will be constructed with acoustical walls that shield the rooms and site from noise generated by the micro-turbine.
- **Multi-purpose building:** The equipment is proposed to be located in a semi-enclosed mechanical loft above the kitchen with the main kitchen exhaust directed up through a mechanical chimney. The louvered openings would be on the gable end facing east towards a vineyard, away from the rooms and adjacent neighboring structures.

Noise associated with the operation of mechanical equipment is not expected to exceed the evening and nighttime noise limits established by the City of St. Helena at the nearest residences to the west, assuming a worst-case scenario with regard to the location of the equipment. However, as final designs are not completed or approved, Mitigation Measure NOI-1 has been provided to offset any potential impacts to a level of less than significant.

- (d) **Less Than Significant With Mitigation Incorporated.** Noise generated by Project construction activities would temporarily elevate ambient noise levels at sensitive land uses in the vicinity. Due to the proximity of existing residential land uses, there is a potential that construction noise levels would exceed 60 dBA Leq, and the ambient by at least 5 dBA Leq, for a period greater than one year.

Hourly average noise levels are calculated to range from about 65 to 72 dBA Leq at the nearest residential receptors located approximately 300 feet from the westernmost edge of the proposed lodging area of the site and from about 61 to 68 dBA Leq when located approximately 500 feet from the center of the construction site. During Project construction activities, ambient noise levels at Charter Oak Avenue residential land uses could be elevated by 15 to 20 dBA, depending on the proximity of the portion of the site under construction to the sensitive receptor. Noise from temporary construction activities would exceed 60 dBA Leq and the ambient noise environment by at least 5 dBA Leq at noise-sensitive uses in the Project vicinity for a period greater than one year, and the impact would be considered significant unless mitigated by Measure NOI-2.

- (e,f) **No Impact.** The Project site is not located within an airport land use plan, or within two miles of a public airport, public use airport or private air strip. Occasional aircraft overflights are intermittently audible at the site, but these infrequent events do not substantially contribute to hourly average or daily average noise levels at the site. The Project would not expose persons in the area to excessive aircraft noise, therefore no impact will occur.

MITIGATION MEASURES

Existing Farmstead at Long Meadow Ranch (Farmstead)

None required.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

NOI-1. The following mitigation measures shall be included in the Project to reduce the impact to a less-than-significant level:

- Mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's noise level requirements. A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/installation of noise barriers such as enclosures and parapet walls to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, such as the rooftop of the hotel buildings away from the building's edge nearest the residences, where feasible.

NOI-2. The St. Helena Municipal Code limits construction activities to the hours between 8:00 AM and 5:00 PM, Monday through Saturday. Construction is not allowed on Sundays and holidays (federal and local) if noise can be heard at the property line of any parcel of real property within the city limits. In accordance with Implementing Action PS2.F, noise suppression devices and techniques developed as part of a typical construction noise control plan would include, but not be limited to, the following measures:

- Use "quiet" models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- Notify all adjacent land uses of the construction schedule in writing;
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The implementation of reasonable noise reduction measures during all phases of construction activity, in combination with the limitations on hours set forth in the St. Helena Municipal Code, would reduce the impact of temporary construction noise as well as reduce noise exposure, to levels of less than significant.

SOURCES

- Illingworth & Rodkin, Inc., Noise and Vibration Assessment Study for the Farmstead at Long Meadow Ranch Lodging Project, September 8, 2016; updated December 2019.

- Walsh-Norris & Associates, Property Line Sound Levels for Outdoor Bar at Long Meadow Ranch, August 2018.
- Papadimos Group, Farmstead at Long Meadow Ranch Exterior Noise Analysis, August 15, 2018.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIV. POPULATION AND HOUSING				
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

Existing Farmstead at Long Meadow Ranch (Farmstead)

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

A project would be considered growth-inducing if it were to provide new housing, new employment, or expand existing infrastructure not planned for by a local plan. Both the Existing Farmstead at Long Meadow Ranch (Farmstead) and the Farmstead at Long Meadow Ranch Lodging Project (Lodging Project) are commercial projects. There is no population that will be displaced and, while new employment will be provided, a population exists within St. Helena and Napa County that can meet projected needs, as discussed below. The Projects are located in areas designated for service commercial uses.

REGULATORY SETTING

General Plan Update 2040

- LU1.1 Require new development to occur within well-defined boundaries and be consistent with the ability to provide urban services. New development should mitigate infrastructure impacts by using sustainable, best

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

management practices in green building and stormwater management and paying its share of development impact fees, while minimizing impacts on sewer, water, energy, and natural resources.

- LU1.2 Allow urban development to occur only within the Urban Limit Line. Consider an exception for on-site employee housing on Agricultural lands. Urban services, such as sewer, water, and storm drainage, will only be extended to development within the Urban Limit Line.
- LU1.4 In order to minimize and postpone the need for expansion of the Urban Limit Line, encourage infill development within currently developed areas.
- LU1.5 Require new development to provide adequate infrastructure and urban services, including compliance with the policies and implementing actions affecting new development as set forth in the Public Facilities and Services Element.
- LU1.6 Support the redevelopment of vacant and underutilized sites within the downtown area with mixed-use development opportunities. Encouraging infill development with a mix of uses will support a pedestrian-oriented, vibrant retail and commercial district that is centrally located and easily accessible to residents and neighborhoods.

2015-2023 Housing Element

The 2015 City of St Helena's Housing element provides the following applicable overall goal:

Make efficient use of land within the Urban Limit Line to protect agricultural lands, promoting compact, well-designed developments that 'fit in' with existing neighborhoods and contribute to the overall livability of our community. Encourage a balance of housing types throughout the entire community.

Highway 29 Specific Plan

The Highway 29 Specific Plan provides for the "orderly build out of land uses as envisioned in the St. Helena General Plan and allowed by the St. Helena Zoning Ordinance". Land use objectives which apply to the site include:

- Provide for the logical extension of service commercial and light industrial uses and other land uses permitted and conditionally permitted in the St. Helena Zoning Ordinance.
- Provide for growth that is local-serving and pedestrian-scaled service commercial and light industrial opportunities on vacant land within the Specific Plan area. Where feasible, promote development of housing in the Specific Plan area.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-c) **No Impact.** Changes to existing Farmstead operations are for repurposing existing facilities and providing additional storage space. The remodeling will relieve existing overcrowding and modernize existing operations. No new employees would be added; however, several employees will be relocated from the restaurant kitchen to the butchery and bakery.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **Less Than Significant Impact.** The lodging component would generate approximately 65 new employees on site and expand infrastructure to the 10-acre site proposed for development. Eleven additional employees for marketing, sales and accounting would be added off-site to support the lodging operation. Food service workers currently employed at the Farmstead restaurant will also

provide food services for the lodging component. All increases in employees, along with the accompanying infrastructure to serve this Lodging Project, were anticipated in the Highway 29 Specific Plan as noted in Figures 10 and 11 and discussed in pages 34-42 of the Highway 29 Specific Plan which anticipated service commercial uses on a portion of the site. The Proposed Project is consistent with these anticipated uses and will extend service onto the site, for project use only and not including any future growth. The project will also be required to comply with the City's inclusionary housing requirements which will require the project proponent to offset new housing demands created by the proposed project.

The Project Applicant is required to satisfy the City's housing requirements as fully described in the Development Agreement between Applicant and the City of St. Helena. For these reasons this impact is considered less than significant.

- (b,c) **Less Than Significant Impact.** The site currently has no dwelling units and is not zoned for housing. Therefore, the Project will not have an impact on housing.

MITIGATION MEASURES

None required.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena, Highway 29 Specific Plan, February 22, 2005.
- City of St. Helena Fee schedule.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
a. Fire protection?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?				
<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

Public Services and schools are provided by either the City of St. Helena or the St. Helena Unified School District.

General Plan Update 2040

The following General Plan policies are related to the provision of public services:

- PF1.1 Require that the approval of new development be contingent upon the ability of the City to provide water without exceeding the safe annual yield of its water supply system.
- PF5.4 Require that the approval of residential, commercial, or industrial development be contingent upon the mitigation of the impact of such development on the St. Helena Unified School District's ability to serve school-age children.
- PF5.7 Set a goal of a maximum fire department response time of 8 minutes within the St. Helena city limits.
- PF5.8 Set a staffing ratio of 2 police officers per 1,000 population and for priority one calls, an average police department response time of 3 minutes or less.
- PR1.2 Enhance the community's quality of life and ensure a widely accessible environment through the provision of a citywide system of parks and open spaces. Identify and develop linkages, corridors, and other connections to provide an aesthetically pleasing and functional network of parks, open space areas, and bike paths throughout the city.
- PR1.3 Identify park land opportunity sites to ensure that the City can meet and possibly exceed its parkland standard of 5.0 acres per 1,000 residents. Locate new parks to ensure that City park facilities are equitably distributed throughout all areas of the city and residents of all ages can access them safely and conveniently.
- PR1.4 Require park land dedications or civic improvement fees on all new residential, commercial, and industrial developments to meet the standard of 5.0 acres of parks per 1,000 residents.

Highway 29 Specific Plan

The Specific Plan addresses continuation of public services and facilities to serve anticipated development within the Specific Plan area.

Action

School fees shall be paid to the St. Helena Unified School District prior to issuance of building permits by the City of St. Helena. Payment of school fees represents mitigation for any impacts to the District.

New development is required to pay civic improvement impact fees to the City to support purchase of new parkland and development of park facilities.

Library service will continue to be supported by on-going revenues from development projects to the City's General Fund.

Fire and police protection services would be provided by the City of St. Helena.

Fire: A second station (#2) is proposed for Dowdell Lane.

Police: The St. Helena Police Department provides police services within the city limits with 24-hour patrol at an average response time of less than 3 minutes. The Police Department is based at 1480 Main Street in St. Helena. The Police Department consists of 18 full-time employees (including the Chief of Police and sworn

officers) and one part-time employee. The Police Department maintains a staffing ratio of approximately 2 police officers for every 1,000 residents and is not understaffed.

The St. Helena Unified School District provides public school service in St. Helena. Students from two nearby elementary districts also attend the district's schools. The district maintains 5 schools: a primary school, an elementary school, a middle school, a high school, and an alternative high school.

The City of St. Helena provides administrative, civic, and library services. In order to offset the cost of improving or expanding City services to accommodate the demand generated by new development the City charges one-time impact fees on new private development. Development impact fees are necessary in order to finance required public service improvements and to pay for new development's fair share of the costs necessary to maintain acceptable levels of service related to fire and police protection services, open space, parkland and other such public services.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a,b) **Less than Significant Impact with Mitigation Incorporation – Police and Fire:** The Project will result in a demand for additional City's public services. However, no new facilities will be required to maintain public service performance standards. Additional fire or police personnel or equipment will not be necessary to adequately serve the Project. Payment of the City of St. Helena Public Safety impact fees will ensure adequate public services.
- (c) **Less than Significant Impact with Mitigation Incorporation - Schools:** The Project is a commercial project and therefore will not create a substantial increase in new students at local schools as described in Section XIII Population and Housing. California Government Code identifies the payment of school fees as mitigation for all development projects.
- (d,e) **Less than Significant Impact with Mitigation Incorporation – Parks and Other Facilities:** The Project is a commercial project and would not result in the direct incremental need for additional park services or administrative services. (See also Section XVI, Recreation). Payment of impact fees will offset any potential impacts to City-provided services.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a,b) **Less than Significant Impact with Mitigation Incorporation – Police and Fire:** The Project will result in a demand for additional City public services. A draft of the site plan has been reviewed by the City's Fire Marshall and comments have been addressed in the current plan. No new facilities will be required to maintain public service performance standards. Additional fire or police personnel, or equipment will not be necessary to adequately serve the Project. Payment of the City of St. Helena Public Safety impact fees will ensure adequate public services.
- (c) **Less than Significant Impact with Mitigation Incorporation - Schools:** The Project is a commercial project and therefore will not create a substantial increase in new students at local schools as described in Section XIII Population and Housing. California Government Code identifies the payment of school fees as mitigation for all development projects.
- d,e) **Less than Significant Impact with Mitigation Incorporation – Parks and Other Facilities:** The Project is a commercial project and would not result in the direct incremental need for additional park services

or administrative services. (See also Section XVI, Recreation). Payment of impact fees will offset any potential impacts to City-provided services.

MITIGATION MEASURES

Existing Farmstead at Long Meadow Ranch (Farmstead); and the

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

PS-1. The Projects shall be required to pay project impacts fees:

- Evidence showing payment of school impact fees, in accordance with Government Code Section 65996, from the applicable school district, will be provided prior to City issuance of any building permits.
- Evidence showing payment of park fees, Civic Improvement Fees and Public Safety Fees will be provided to the City prior to issuance of any building permits.

Payment of the above fees will ensure that the project's potential impacts on schools, public facilities and parks are mitigated to a level of less than significant.

- Other standard conditions of approval will apply, including provision of a fire flow analysis to ensure adequate water pressure and flow rates and that the project has a less than significant impact on fire flows.

IMPACT SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measure described above, impacts related to the provision of public services would be reduced to a less than significant level.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena website: <http://www.cityofstheleena.org/>.
- City of St. Helena Fee Schedule.
- City of St. Helena School District Fee Schedule.
- City of St. Helena, Highway 29 Specific Plan, February 22, 2005.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XVI. RECREATION

Would the project:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

The Farmstead Restaurant project site comprises 2.5± fully developed acres (restaurant, agricultural retail facilities) and is zoned for service commercial use.

The 10± acre Farmstead at Long Meadow Ranch Lodging Project has a split zoning of service commercial (6± acres) and agricultural development (4± acres). Of the 10 acres parcel, approximately 4+ acres are to be left in agriculture.

Each of the proposed projects (Farmstead and the Lodging Project) are commercial or agricultural in nature and are not expected to contribute significantly to the demand for recreational facilities.

REGULATORY SETTING

General Plan Update 2040

- PR1.1 Retain the park standard from the 1993 General Plan of 5.0 acres of parkland per 1,000 residents, while striving for the nationally recommended standard of 10.5 acres per 1,000 residents.
- PR1.5 Ensure adequate funding to acquire new park lands as they become available.
- PR1.E Develop a comprehensive network of bicycle and pedestrian trails that links the City's parks and enhances bicycle and pedestrian connectivity throughout the city and the region.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-b) **Less Than Significant Impact.** The Farmstead, as a service commercial operation, will entail no construction or operational changes that would result in impacts to recreational facilities or increase the need for additional services of facilities. The Farmstead project would continue to contribute tax revenues that will add to the City's general fund and can be utilized for park and recreational development. There would no new employees added as the butchers and bakers that would transition to the new spaces are already employed by Farmstead, currently working in the restaurant kitchen. There are already farmers market employees who would continue to handle the retail sales. Therefore, potential impacts to recreational resources have been determined to be less than significant.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **Less Than Significant Impact.** While the Lodging Project proposes inclusion of on-site recreational facilities for its lodging guests, the Project will be required to participate in the payment of park in-lieu fees consistent with City policies. There will be 65 new employees as described in Section XIV, Population and Housing. A small portion of these employees may relocate to St. Helena and, therefore, add to the demand for recreational facilities. While this number is expected to be small, it represents a cumulative contribution. The Project proposes to reduce any potential impacts on recreational facilities and potential impacts to recreational resources through the payment of the standard park in-lieu fees, resulting in a less than significant project impact.
- (b) **Less Than Significant Impact.** The Farmstead Lodging component would provide both active and passive recreation for its guests in the form of exercise rooms, yoga programs, swimming facilities, bicycles, and walking paths throughout the property. These facilities are primarily intended for lodging guests, although, some may be available to the public. All potential project impacts on the recreational environment are therefore deemed to be less than significant.

MITIGATION MEASURES

REC-1. The project shall be required to pay project impact fees:

- Evidence showing payment of park impact fees shall be provided prior to the issuance of building permit.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena Fee Schedule.
- City of St. Helena, Highway 29 Specific Plan, February 22, 2005.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVII. TRANSPORTATION				
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
Total Project (Farmstead + Farmstead Lodging)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
Total Project (Farmstead + Farmstead Lodging)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
Total Project (Farmstead + Farmstead Lodging)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
Total Project (Farmstead + Farmstead Lodging)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e. Result in inadequate emergency access?				
Total Project (Farmstead + Farmstead Lodging)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian				

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facilities, or otherwise decrease the performance
or safety of such facilities?

Total Project (Farmstead + Farmstead Lodging)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

The following summarizes the Projects' impacts and is based on a Traffic Impact Study completed by Crane Transportation Group (CTG) in August 2018 and updated in November 2019. The updated study is included with this Initial Study as Attachment B and is consistent with the traffic assumptions contained in the 2040 Update to the St. Helena General Plan. The Traffic Study discusses in detail: the methodology utilized, existing signal conditions and signal warrant criteria, intersections and local operational characteristics of the supporting pedestrian, bicycle and public transit facilities. These are summarized below following the project summaries.

Farmstead at Long Meadow Ranch (Farmstead)

In addition to a 40 seat café, a 408-square-foot butcher shop will be added to the farmers market and be open to the public. Hours will be 10:00 AM to 6:00 PM. Existing farmers market butchers and staff will work in the new retail facility. Local customers will either walk or drive to/from the site. Based upon the applicant's request for four 200-person events per week with no restrictions on beginning or end times, for analysis purposes the City has requested that traffic from this size event be assumed on the local roadway network during the Friday and Saturday PM peak traffic hours. Access would be via 14 shuttle buses, although a few attendees would also be likely to drive. All shuttle buses will access the restaurant/farmers market parking lot along Charter Oak Avenue. They are assumed to park off site during the event.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The proposed 65-unit Farmstead at Long Meadow Ranch lodging facility would be located east of SR 29 and north of Mills Lane in the southern section of the City of St. Helena (see Figures 1 & 2 – Regional and Local Area Maps, Figure 3 – Existing Intersection Geometrics & Control, and Figure 4 – Site Plan, all in attachment B of the Traffic Impact Report). Currently, the vast majority of the site is vacant with a small vegetable garden by the Farmstead restaurant. The only street bordering the site is Mills Lane, on the south. The site extends along Mills Lane from the adjacent Gold parcel on the northwest side to just east of the La Fata Street intersection. Lodge guest parking would be on-site and accessed via a driveway which would be the north leg of the Mills Lane/La Fata Street intersection, while lodge employee parking would be in a new improved lot on the southwest corner of the Dowdell Lane/McCormick Street intersection (see Figure 5 in attachment B). This lot is currently undeveloped and will also be used by employees of the existing Farmstead restaurant and farmer's market. Overall the lodge will employ 65 staff, with a maximum of 47 on site during any given day. An on-call shuttle bus will be provided for all staff unable to walk between the new lot and either the lodge or restaurant/farmer's market. A shelter will also be provided adjacent to the lot.

Mills Lane is planned to be widened between La Fata Street and SR 29 as well as realigned to intersect SR 29 as the fourth leg of the signalized Grayson Avenue intersection in conjunction with development of the Farmstead Lodge. The existing Mills Lane crossing of the Wine Train track would be eliminated, and a new at-grade crossing provided. The new Mills Lane at-grade crossing of the Napa Valley Wine Train track would be protected by gates and flashing lights. Mills Lane will have two travel lanes, on-street parking on both sides of the street adjacent to the lodge and a Class I bicycle path and pedestrian walkway on the north side of the street from SR 29 to La Fata Street. The Mills Lane approach to the SR 29/Grayson Avenue signal will have two lanes, one exclusively for right turns and one for combined through/left turns.

The northwest end of the project site would extend to the adjacent Gold property which borders the Napa Valley Wine Train right-of-way and be adjacent to the existing Farmstead at Long Meadow Ranch restaurant and farmers

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market. Access between the two parcels would be possible for electric carts, pedestrians and bicycles, but not autos. Guests walking to/from downtown St. Helena would use this route through the restaurant property to access SR 29 at the Charter Oak intersection.

The proposed lodging facility will contain 65 rooms as well as spa facilities for guests only. The existing Farmstead restaurant will be available for meals. There will be an expansion of existing cooking classes as well as gardening and crafts demonstrations (now taking place at the Farmstead restaurant to the north) in conjunction with the new lodging units. However, classes will be during non-peak restaurant and farmers market traffic hours (9:00 a.m. to 2 pm during the week and 1 pm on Saturdays).

As part of project development, a Class I paved path/pedestrian walkway will be provided on the north side of Mills Lane between La Fata Street and SR 29. In addition, a paved pathway will be provided along the west side of La Fata Street between Mills Lane and Dowdell Lane that will complete a paved walkway system between the employee improved parking lot and the lodge entrance.

La Fata Street will be widened to 40 feet (curb to curb) just south of Mills Lane in conjunction with removal of the boulders that now line both sides of the street in this area. Finally, stop signs will be provided on the La Fata Street-Lodge driveway approaches to Mills Lane.

A Transportation Demand Management (TDM) coordinator will be provided in order to establish and maintain ongoing programs to reduce vehicle trips by guests and employees. Such measures will include car and vanpooling programs for employees, winery tours for guests with pickup/drop off at the lodge, etc.

LOCAL CONDITIONS

Main Street (State Routes 29 & 128) is the primary north-south travel route through the Napa Valley and the major north-south route through the City of St. Helena. In this study it is referred to as SR 29. North of St. Helena SR 29 extends to Calistoga and Lake County, while to the south it extends to the cities of Napa and American Canyon. Main Street is classified as a Regional Connector Street in the St. Helena General Plan Update 2030 Circulation Element. In the project vicinity SR 29 has recently been reconstructed and has single travel lanes in each direction and a median continuous two-way left turn lane extending south for about three miles to the Mee Lane intersection. The posted speed limit is 35 miles per hour and no on-street parking is allowed while just south of Charter Oak Avenue the speed limit is reduced to 25 miles per hour. Curb and gutter along with two- to four-foot-wide paved shoulder are in place along both sides of the street. The SR 29/Grayson Avenue intersection was signalized about two years ago. There is a crosswalk on the west leg of the intersection (across Grayson Avenue), but none across SR 29. The signal is vehicle activated on the Grayson Avenue approach with SR 29 traffic receiving a continuous green light unless traffic approaches on Grayson Avenue, or a left turn is made from northbound SR 29 to Grayson Avenue. The SR 29 Specific Plan indicates that the SR 29/Dowdell Lane intersection will ultimately be signalized, while the SR 29/Pope Street-Mitchell Street intersection has been signalized for more than 50 years.

Mills Lane is a 14- to 15-foot-wide street extending easterly from SR 29 for about 0.85 miles before ending. It provides access to vineyards and intermittent residences. There are no curbs, gutters, sidewalks or paved shoulders, but grass and gravel shoulders are in place. Two-way traffic flow is possible by slow-moving vehicles, but it requires one or both drivers to partially pull off to the gravel and grass shoulders. Mills Lane is stop sign controlled on its approach to SR 29 and the posted speed limit is 25 miles per hour. Mills Lane also has about a 20-foot-wide at-grade crossing of the Napa Valley Wine Train single track about 20 feet from the east edge of SR 29. The crossing is protected by stop signs and "Railroad Crossing" crossbucks.

La Fata Street is primarily a 40-foot-wide curb-to-curb street extending southerly from Mills Lane to Dowdell Lane and then further south to Vintage Avenue. The La Fata Street centerlines are offset by about 40 feet at Dowdell Lane. Along the 40-foot section curb and gutter are in place along both sides of the street and on-street parking is allowed.

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La Fata Street primarily serves wine-related warehousing and production facilities. It is stop sign controlled on both approaches to Dowdell Lane, but not on its approach to Mills Lane. La Fata Street has been narrowed to about 14 to 15 feet for the first 60 feet south of Mills Lane by dirt being placed in the street. Large rocks also line the narrowed roadway and the north side of Mills Lane, potentially to preclude truck turns. There are no sidewalks or pathways along La Fata Street between Mills Lane and Dowdell Lane.

Dowdell Lane is a 40-foot-wide curb-to-curb street extending easterly from SR 29 to the east of La Fata Street, where it continues through a light industrial area and then narrows to serve vineyards and residences. Dowdell Lane between SR 29 and La Fata Street has curb, gutter and sidewalk along the south side of the street and on-street parking is allowed, while curb, gutter, minimal sidewalk and on-street parking is provided on the north side of the street. The posted speed limit is 25 miles per hour. Dowdell Lane is wide enough to allow right and left turning vehicles to separate on its stop sign controlled approach to SR 29. Dowdell Lane also has an at-grade crossing of the Napa Valley Wine Train single track about 20 feet from the east edge of SR 29. The crossing is protected by gates and flashing lights.

Charter Oak Avenue is a two-lane, 38-foot-wide street east and west of SR 29. Their “Tee” intersections with SR 29 are offset by about 90 feet, the west leg being to the north. Both Charter Oak Avenue approaches to SR 29 are stop sign controlled. There is a crosswalk across SR 29 between the offset intersections. The east leg of Charter Oak Avenue also has an at-grade crossing of the Napa Valley Wine Train about 20 feet from the east edge of SR 29. It is protected by gates and flashing lights.

The Napa Valley Wine Train has a single-track line extending between St. Helena and the City of Napa. In the project area it runs parallel to and about 20 feet to the east of the east curb of SR 29. Gates and flashing red lights are in place at the railroad’s at-grade crossings of Pope Street, Dowdell Lane and Charter Oak Avenue, but not at Mills Lane. The Mills Lane crossing has top signs and “Railroad Crossing” crossbucks on both approaches. Currently, there are, at most, three round trips per day during the summer and fall. The train speed limit is 15 miles per hour.

Intersection Operation

Project traffic impacts have been evaluated during September harvest conditions at the request of St. Helena City staff. Based upon more than four years of historical information from Caltrans PeMS (Performance Measurement System) count surveys along SR 29 in the Napa Valley, September has the highest daily volumes of the year (during harvest).

Traffic counts for SR 29 at Pope Street-Mitchell signal, SR 29 at Grayson signal and Mills Lane are from 2018 and were utilized in the St. Helena general plan update circulation analysis. In addition, February 2017 peak hour traffic counts in the Komes traffic study and May 2019 traffic counts by Crane Transportation Group were seasonally adjusted to reflect September 2018 harvest conditions based upon historical traffic count data from Caltrans. Resultant harvest 2018 Friday AM and PM peak hour and Saturday afternoon peak hour volumes are presented in Figures 6, 7 and 8 in Attachment B.

The following chart presents a comparison of projected Harvest 2018 two-way peak hour traffic flows on the roads in close proximity to the project site.

Table XVII-1 2-WAY PEAK HOUR VOLUMES – HARVEST 2018

LOCATION	FRIDAY		SATURDAY AFTERNOON
	AM PEAK HOUR	PM PEAK HOUR	PEAK HOUR
Mills Lane (just east of SR 29)	25	20	11
La Fata Street (just north of Dowdell Lane)	31	36	13

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Dowdell Lane (just east of SR 29)	172	172	66
SR 29 (just north of Mills Lane)	1,643	1,560	1,511

Source: Crane Transportation Group, 2019.

As shown, two-way volumes along SR 29 are projected to be similar during the Friday AM and PM and Saturday afternoon peak traffic hours (between about 1,511 to 1,643 VPH). Volumes on Mills Lane are minimal during all peak hours (11-25 VPH), while those on La Fata Street are higher on weekdays (31-36 VPH) compared to Saturday (13 VPH). Peak hour volumes on Dowdell Lane are also higher during the week (172 VPH) compared to Saturday (66 VPH).

Pedestrian Activity

Sidewalks are provided along the following streets in the project area:

- SR 29 along both sides of street north of Charter Oak Avenue.
- SR 29 along the west side of the street, Charter Oak Avenue to Grayson Avenue.
- SR 29 gravel pathway along west side of street from Grayson Avenue to Dowdell Lane.
- Grayson Avenue along both sides of the street.
- Charter Oak Avenue east of SR 29, both sides of the street.
- Charter Oak Avenue west side of SR 29, south side of the street (sidewalk or paved path).
- Dowdell Lane, south side of the street from La Fata Street to McCormick Street.

There are no sidewalks along Mills Lane or along La Fata Street between Mills Lane and Dowdell Lane. There are crosswalks of SR 29 at the following locations:

- Charter Oak Avenue between the two offset Charter Oak Tee intersections. This crossing also includes pedestrian activated “in pavement” flashing lights on each side of the crosswalk.

The highest volume location for pedestrian crossings of SR 29 was at the Charter Oak Avenue crosswalk. Table 5 provides the total pedestrian crossings by hour at this location. Friday and Saturday pedestrian crossings of SR 29 at Charter Oak Avenue were conducted in both 2016 (May and June) and 2019 (September). As shown, the 2016 crossings were typically higher each hour than those in 2019.

Table XVII-2 SR 29 PEDESTRIAN CROSSINGS AT CHARTER OAK AVENUE

DAY & TIME	HIGHEST HOURLY VOLUME	
	2016	2019
<i>Friday AM Peak Period (7:00-9:00 AM)</i>	31	20
<i>Friday PM Peak Period (3:00-6:00 PM)</i>	58	45
<i>Saturday PM Peak Period (1:00-6:00 PM)</i>	73	41

Source: Crane Transportation Group, 2019.

The California Manual of Uniform Traffic Control Devices 2014 (California MUTCD, Revision 4, March 29, 2019) has guidelines for the installation of pedestrian hybrid beacons on high and low speed roadways. These devices are also referred to as High Intensity Activated Crosswalk or “HAWK” pedestrian signals. Low speed roadways are those where vehicle speeds are 35 mile per hour or less, which would be appropriate for SR 29 at Charter Oak Avenue. The chart for installation with vehicular and pedestrian input values is presented in Appendix C-Figure A-3 in Attachment B. With two-way hourly volumes on SR 29 of more than 1,350 vehicles per hour and a crosswalk length of about 46 feet at Charter Oak Avenue, the chart indicates that a pedestrian hybrid beacon would be appropriate with more than 20 pedestrian crossings an hour. The number of pedestrian crossings during 9 of the 10 survey hours exceeded this number of pedestrians. It should be noted that activation of the HAWK beacon will provide a red light to north and southbound traffic flow on SR 29. This will allow left turn movements to proceed from both Charter Oak Avenue approaches.

Pedestrian crossings of SR 29 in 2016 at Grayson Avenue-Mills Lane intersections ranged from 5 to 14 people per hour during the three peak traffic hours evaluated, while crossings at Dowdell Lane ranged from 7 to 10 people per hour during the same hours.

Bicycle Activity

There are no Class I bicycle paths, signed and striped Class II bicycle lanes, or signed Class III bike routes in the project vicinity. There were more bicycle riders along SR 29 at Charter Oak Avenue than at Dowdell Lane (2-10/peak hour). Bike ridership along Mills Lane, La Fata Street and Dowdell Lane was minimal during all peak hours; one or zero bike riders on any of these three streets.

Public Transit

The St. Helena Shuttle is an on-demand shuttle service available for a nominal fee. Service is generally available Monday through Friday 7:00 am to 9:00 pm, Friday and Saturday 7:00 am to 11:00 pm, and Sunday (May through November) 11:00 am to 9:00 pm. *VINE Go* is an “origin to destination”, shared ride service which provides demand response for persons with disabilities in the cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville and the unincorporated areas of Napa County. *VINE Go* is the ADA paratransit service complementary to the fixed route operators and runs at times corresponding to the fixed routes.

Vehicle Miles Traveled (VMT)

An analysis of VMT as an alternative to, or in addition to, level of service (LOS) analysis has been mandated by SB743. SB743 changes the manner in which transportation impacts are measured in the review of plans and projects under the CEQA. OPR has recommended that VMT replace LOS as the primary measure of transportation impacts to facilitate the implementation of multimodal transportation plans (including road widening), in order to provide:

- Flexibility for impact fees to advance a variety of policy goals
- Greater certainty in the development process, ultimately allowing for more efficient development and economic growth.

Designed primarily to address traffic impacts in more populated areas, compliance with VMT goals is problematic in semi-rural areas such as Napa County and St. Helena, where public transit is not as varied and available as in the metropolitan areas. Additionally, in those cases where projects are more dynamic (such as hotels and wineries) rather than more standard residential or office developments that have the benefit of significantly more historical trip generation and vehicle trip length information is available, thresholds for VMT analysis have not yet been developed.

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Neither the County nor the City of St. Helena has yet developed any guidelines or significance criteria for this type of evaluation. The State Office of Planning & Research has not finalized the guidelines (the necessary first step that was directed by the legislation that initiated this approach). Currently, evaluation of VMT within Transit Priority Areas/TODs has been developed; however, criteria to allow for successful VMT modeling and determination of significant impacts in semi-rural areas are unavailable.

The Project includes (by design) many of the mitigation features and programs recommended by the Office of Planning and Research to reduce VMT. Among these are features which reduce the use of petroleum fuel powered vehicles (which reduce CO₂ emissions, a related objective of VMT). These compact growth measures capture the travelling population and/or provide convenient access to alternative modes of travel while supporting the City of St. Helena's downtown. Those Project features include:

- Incorporating a neighborhood electric vehicle network through the use of electric cars.
- Provision of 4 EV charging stations.
- Dedicated EV/clean fuel spaces.
- Orienting the Project toward current and future transit, bicycle, and pedestrian facilities.
- Improving access to pedestrian or bicycle networks, and transit service, by providing transit passes to employees, showers, lockers, and secure, covered bicycle storage for employees and managed by the Transportation Coordinator (as will be detailed in the TDM).
- Providing bicycle parking.
- Limiting parking supply to basic needs.
- Encouraging car sharing, bicycle sharing, and ride sharing programs through its reservation program per the TDM.
- Applicant is leading Napa Valley Forward, an industry task force sponsoring a two-year pilot program to reduce commuter traffic in Napa Valley.
- A network of pathways connecting the restaurant and lodging activities to ensure the Projects operate as a campus, allowing guests and staff to move back and forth by foot, bicycle or electric cart on the multi-use internal paths.
- A multi-purpose barn-like building on the northeast side of the property that will serve as the agricultural learning center. This multi-purpose building will provide lodging guests with indoor and outdoor areas for:
 - Breakfast (for lodging guests only)
 - A service kitchen which will prepare daily breakfast, assemble room service meals, provide prep for cooking demonstrations, and support the daily chef's table featuring wine and food pairings at lunch and dinner for up to 20 people per sitting (relocated from the general store); primary food service will be provided by Farmstead restaurant
 - A service bar for beverage service for lodging guests
 - Meeting room(s) and classroom(s) on site to reduce offsite trips.
 - Adjacent event lawn area.
 - Farm-to-table food and agriculture education programs for guests and limited numbers of non-guests.
 - Culinary skills, animal husbandry, farmhouse craft classes

- Growing-for-the-table gardening and farming lessons.

Lodging guests can utilize Farmstead restaurant for lunch and dinner and its general store and farmer's market for abundant grocery goods.

A fitness center is located near the pools and will include an indoor/outdoor workout area. Spa facilities (including 3 treatment rooms, sauna and whirlpool), and an adult and children outdoor pools will also be provided, all for exclusive use by lodging guests.

Each guest room will have two bicycles assigned and stored at the room for guests' exclusive use. Guests will be encouraged to use bicycles to visit downtown and local wineries. To service guests' bicycle needs, a bicycle barn will be located on the property. The bicycle barn building will also accommodate a housekeeping area serving the fitness center and incidental lodging needs.

The Project will facilitate guest pickup/drop off at Bay Area airports allowing for multiple travelers per trip; supports affordable housing by donation of excess in-lieu housing fees thereby supporting housing opportunities for employees and improving the jobs/housing fit of a community.

The above measures or design features will ensure that the Project has lower VMT than a lodging project located further from downtown or away from St. Helena, a major destination.

Given the pass-by traffic capture estimate of 10% the ability of guests to walk or bicycle to nearby downtown St. Helena and several wineries plus the focus on the alternative transportation/healthy living focus of the design, the Project could lower vehicles miles travelled by over 15% as compared to a project located in the outlying areas of St. Helena or Napa County where visitors must drive for all services.

FUTURE HORIZON (WITHOUT PROJECT) ANALYSIS CONDITIONS

Traffic analysis has been conducted in this study for two future horizon years without project:

- The year after estimated project completion – year 2022
- Cumulative Conditions – year 2040

Year 2022 peak hour traffic volumes have been developed using both a specific list of known projects supplied by the City of St. Helena Planning Department and a 1 percent per year growth rate along SR 29 to reflect regional growth. Resultant cumulative (year 2022) harvest Friday AM and PM peak hour and Saturday afternoon peak hour Without Project volumes are presented in Figures 11, 12 and 13, respectively, in Attachment B.

Table 7 of Attachment B in the Traffic Impact Report shows that two of the intersections are currently experiencing unacceptable operation.

HARVEST 2022 UNACCEPTABLE OPERATION

**SR 29/Pope Street-Mitchell Street
SR 29/Charter Oak Avenue**

**LOS F during all peak hour
LOS E during the Friday AM peak hour**

The SR 29/Charter Oak Avenue intersection would experience acceptable levels of service (LOS C or D) on both Charter Oak Avenue stop sign controlled intersection approaches during the Friday and Saturday PM peak traffic hours. However, during the Friday AM peak hour, while the eastbound approach would be operating at an acceptable LOS C, the westbound approach would be operating at an unacceptable LOS E.

Table 7 also shows that for harvest 2022 conditions three of the five analyzed intersections would be experiencing acceptable operation during the harvest Friday and Saturday peak traffic hours.

HARVEST 2022 ACCEPTABLE OPERATION
(FRIDAY & SATURDAY PEAK TRAFFIC HOURS)

SR 29/Mills Lane (Mills Lane stop sign controlled)	LOS B or C
SR 29/Grayson Avenue (signal)	LOS C or D
SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)	LOS C

Table 4 of Attachment B of the Traffic Impact Report shows that both the SR 29/Charter Oak Avenue and SR 29/Dowdell Lane intersections would have harvest 2022 Friday AM & PM peak hour and Saturday PM peak hour volumes meeting rural signal Warrant #3 volume criteria levels.

Cumulative (year 2040) weekday AM and PM peak hour and Saturday PM peak hour volumes for the SR 29/Pope Street-Mitchell Street, SR 29/Grayson Avenue and SR 29/Mills Lane intersections were obtained from the City's General Plan Update Circulation Element traffic analysis. In addition, cumulative projections were developed for the SR 29/Charter Oak Avenue and SR 29/Dowdell Lane intersections as well as for Dowdell Lane, Mills Lane and La Fata Street based upon traffic from the list of cumulative projects considered in the General Plan Update Circulation Element for the project area (see Table 6 in Attachment B).

Resultant cumulative (year 2040) harvest Friday AM and PM peak hour and Saturday afternoon peak hour Without Project volumes are presented in Figures 14, 15 and 16, respectively, in Attachment B. It should be noted that cumulative traffic projections from the 2040 General Plan Update analysis included a 75-unit hotel on the Farmstead project site. Trip generation from this lodging facility (using standard Institute of Transportation Engineers Trip Generation Manual, 10th Edition trip rates) was removed from the Cumulative projections to reflect a true "Without Project" condition for the analysis roadways.

INTERSECTION LEVEL OF SERVICE

Table 8 in Attachment B shows that for cumulative (year 2040) conditions three of the five analyzed intersections would be experiencing acceptable operation during both the Friday and Saturday peak traffic hours.

CUMULATIVE (YEAR 2040) ACCEPTABLE OPERATION
(FRIDAY & SATURDAY PEAK TRAFFIC HOURS)

SR 29/Mills Lane (Mills Lane stop sign controlled)	LOS B or C
SR 29/Grayson Avenue (signal)	LOS C or D
SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)	LOS C

Table 8 also shows that there would be unacceptable operation at two intersections.

CUMULATIVE (YEAR 2040) UNACCEPTABLE OPERATION

SR 29/Pope Street-Mitchell Street (signal): LOS F during all Friday & Saturday peak hours
SR 29/Charter Oak Avenue (Charter Oak stop sign controlled approach): LOS F westbound approach Friday AM peak hour, LOS E westbound approach Friday PM peak hour.

INTERSECTION SIGNAL WARRANT

Table 4 of Attachment B in the Traffic Impact Report shows that both the SR 29/Charter Oak Avenue and SR 29/Dowdell Lane intersections would have 2040 harvest Friday AM and PM peak hour and Saturday PM peak hour volumes meeting rural signal warrant #3 volume criteria levels.

IMPACT ANALYSIS

Significance Criteria

The significance criteria utilized in this study are based on the City of St. Helena's General Plan Circulation Element documentation for roadway and intersection operations.

Caltrans "rural" peak hour volume signal warrant has been used for all unsignalized intersection analysis along SR 29 in this study. Rural warrant criteria are used where speeds on the uncontrolled approaches are 40 mph or greater, or where the local population is less than 10,000 people. Although the speeds on SR 29 at the analysis intersections in this study are less than 40 mph, the St. Helena population is less than 10,000 people. Therefore, based upon direction from the City, rural warrants were used for evaluation purposes.

The City's current LOS standard is LOS D for signalized intersections on Main Street (SR 29/128) and LOS C elsewhere. At unsignalized intersections along Main street, the LOS standard for the side street stop sign controlled approach is LOS D. Based on City of St. Helena and CEQA standards, a project's impact would be considered significant if any of the following conditions occur.

- If operating conditions at a signalized intersection on Main Street (SR 29/128) deteriorate from LOS D without the project to LOS E or F with the project and an increase in delay of five seconds or greater.
- If operating conditions at a signalized intersection on Main Street (SR 29/128) operating at LOS E without the project deteriorate to LOS F with the project.
- If the average intersection delays at a signalized intersection on Main Street (SR 29/128) operating at LOS E or F without the project increases by more than five seconds with the project.
- If operating conditions at an unsignalized intersection on Main Street (SR 29/128) operating at LOS D or better without the project degrade to LOS E or F with the project and the volumes would qualify for signalization under the Caltrans peak hour volume warrants for signalization. If operating conditions at an unsignalized intersection not on Main Street operating at LOS C or better without the project degrade to LOS D, E or F with the project and the volumes would qualify for signalization under the Caltrans peak hour volume warrants for signalization.
- If average delay at an unsignalized intersection on Main Street (SR 29/128) operating at LOS E or F without the project increases by five or more seconds with the project and the volumes qualify for signalization under the Caltrans peak hour volume warrants for signalization. If average delay at an unsignalized intersection not on Main Street operating at LOS D, E or F without the project increases by five or more seconds with the project and the volumes qualify for signalization under the Caltrans peak hour volume warrants for signalization.
- If traffic volumes at an unsignalized intersection meet the peak hour signal warrant thresholds, then a significant impact is considered if total volumes passing through the intersection increase by 1 percent or greater with the project.

- For vehicle queuing, if the lane storage length sufficiently accommodates the 95th percentile vehicle queue length without the project and the vehicle queue length would increase to exceed the available storage with the project. If the 95th percentile queue length exceeds the available storage length without the project and the turning movement volume would increase by 3 percent or more with the project and increase the total intersection volume by 1 percent.
- If, in the opinion of the registered traffic engineer conducting this study, the addition of project traffic, pedestrians or bicycle riders would result in a significant safety impact.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

The proposed 65-unit Farmstead at Long Meadow Ranch lodging facility would be located east of SR 29 and north of Mills Lane in the southern section of the City of St. Helena. Currently, the vast majority of the site is vacant with a small vegetable garden by the Farmstead restaurant. The only street bordering the site is Mills Lane to the south. The site extends along Mills Lane from the adjacent Gold property to just east of the La Fata Street intersection. Guest parking would be on-site and accessed via a driveway which would be the north leg of the Mills Lane/La Fata Street intersection, while employee parking would be in a new improved parking lot on the southwest corner of the Dowdell Lane/McCormick Street intersection (see Figure 4 of Attachment B). This lot is currently undeveloped and will also be used by employees of the existing Farmstead restaurant and general store.

(a) Less Than Significant Impact with Mitigation.

Lodging Project Trip Generation

Project lodging trip generation has been developed assuming 100 percent occupancy using the traffic engineering profession's standard source of trip rate data: Trip Generation Manual, 10th Edition, by the Institute of Transportation Engineers, 2017.

Table 9 of Attachment B shows that on a harvest Friday the proposed 65-unit lodging facility at 100 percent occupancy would be expected to generate 544 daily two-way trips (272 in and 272 out), with 19 inbound and 13 outbound trips during the AM commute peak traffic hour and 20 inbound and 20 outbound trips during the PM commute peak traffic hour. For a harvest Saturday, lodging peak hour trip rates are only available for the facility's peak traffic generation hour, and not during the local roadway system peak traffic hour. On a Saturday midafternoon the peak traffic hour on SR 29 is 2:00-3:00 when less traffic activity would be expected at the lodging facility, whereas the lodging facility's peak traffic hour would likely be in the early evening as some guests are leaving for dinner while others are arriving from a day's tourist activities. It was projected that the lodging facility trip generation on a Saturday afternoon during the time of peak traffic volumes on SR 29 (2:00-3:00) would be about 65 percent of the trip generation during the lodging facility's busiest traffic hour during the day, resulting in 17 inbound and 14 outbound trips during the SR 29 peak traffic hour on Saturday afternoon. This projection is supported by hourly hotel parking demand data from both the Institute of Transportation Engineers and the Urban Land Institute, which show low parking accumulation at hotels during the middle of the afternoon. In addition, hourly hotel trip generation data from the 10th Edition Trip Generation Manual also support the 65 percent of maximum trip generation occurring during the middle of a Saturday afternoon.

Lodge employee trip generation by shift was developed by the project applicant for each hour of the day and is presented in Appendix D of Attachment B, while a summary presentation is contained in Table 10 of Attachment B. Based upon this data, projected lodge employee versus guest trip generation was determined for each of the three peak analysis hours on Friday and Saturday and is presented in Table 11.

It is likely that a small proportion of traffic during the Friday and Saturday PM peak traffic hours would be traveling along SR 29 with or without the project being in operation. After consultation with City staff, 90 percent of project traffic was projected to be newly added to SR 29, with 10 percent captured from the ambient traffic flow on the state highway. This passby capture would result in 100 percent of guest traffic being newly added to Mills Lane, La Fata Street and Dowdell Lane, while only 90 percent would be newly added to SR 29.

Lodging Project Trip Distribution

Based upon discussion with City of St. Helena staff, project guest traffic was distributed to SR 29 as shown in Table 12 in Attachment B for the Friday and Saturday peak traffic hours. Overall, a 50-50 north-south distribution pattern on SR 29 was projected for all in and outbound guest traffic, with an exception during the Friday PM peak hour when 60 percent of the inbound traffic was projected to come from the south. The same 50-50 distribution was also considered acceptable for employee traffic during all peak time periods. Appendix E Figures A-4 to A-7 in Attachment B present lodge guest and employee trip distribution during the Friday AM and PM and Saturday PM peak traffic hours, respectively.

Reassignment of Farmstead Restaurant/General Store Employee Traffic to the New Dowdell Parking Lot. In addition to the 65-unit lodging facility, the proposed project would also result in the transfer of Farmstead restaurant/farmer's market employee traffic from a lot on Charter Oak Avenue west of SR 29 to the new improved parking lot at the Dowdell/McCormick intersection. Table 13 in Attachment B presents the amount of restaurant/farmers market employee traffic that would be transferred to the new parking lot.

Mills Lane Widening & Realignment to the SR 29/Grayson Avenue Signalized Intersection. The widening and realignment of Mills Lane to connect to SR 29 at the signalized Grayson Avenue intersection by itself will produce a change in traffic patterns east of SR 29. Some traffic now using Dowdell Lane to access SR 29 will shift to Mills Lane due to the easier signalized access provided to the state highway and Grayson Avenue. Figure 5 in Attachment B presents the intersection approach lanes and control after proposed improvements.

La Fata Street Improvements. Large boulders along both sides of La Fata Street near Mills Lane will be removed and the street section widened to 40 feet, curb to curb. A paved walkway will be provided on the west side La Fata between Dowdell Lane and Mills Lane, completing the paved walkway system between the lodge and the improved parking lot at the Dowdell Lane/McCormick Street intersection.

Existing + Lodging Intersection level of Service Impacts

Table 3 in Attachment B shows that acceptable operation would result at the following two intersections along SR 29 with the addition of lodge traffic during Friday AM and PM and Saturday afternoon peak hour conditions.

SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)	LOS C
SR 29/Grayson Avenue-Mills Lane (signal)	LOS C or D

Table 3 also shows that the SR 29/Charter Oak Avenue intersection would maintain acceptable operation during the Friday and Saturday PM peak hour analysis time periods with the addition of lodge traffic (LOS C or D), while during the Friday AM peak hour operation of the westbound approach would remain an unacceptable LOS E. However, there would only be a 2.8-second increase in delay on the

westbound approach during this time period, which would be less than the 5-second minimum change significance criteria limit. In addition, Table 3 shows that the SR 29/Pope Street-Mitchell Street intersection, which would already be experiencing unacceptable LOS F operation during the Friday and Saturday peak hours would have the delay increased by lodge traffic. However, the increases during each peak hour would be less than 3 seconds, which would also be less than the 5-second minimum change significance criteria limits. Therefore, the impact is considered less than significant.

Signal Warrant Impacts. Table 4 in Attachment B shows that while the SR 29/Charter Oak Avenue intersection volumes would already be exceeding rural signal warrant #3 volume criteria levels during the Friday AM peak hour and Saturday PM peak hour, the addition of project traffic would not increase volumes passing through the intersection by 1 percent or greater during either time period, which is the City's significance criteria limit. Also, the addition of project traffic to Friday PM peak hour volumes would not increase traffic to meet rural warrant #3 volume criteria during this time period.

At the SR 29/Dowdell Lane intersection volumes would already be exceeding rural signal warrant #3 volume criteria levels during the Friday AM and PM peak hours. However, project traffic would not increase volumes passing through the intersection by 1 percent or greater during either time period. Also, the addition of project traffic to Saturday PM peak hour volumes would not increase traffic to meet rural warrant #3 volume criteria during this time period. Therefore, the impact is considered less than significant.

Impacts to Mills Lane, La Fata Street and Dowdell Lane. The net change in traffic due to the 65-unit lodging facility, relocation of Farmstead restaurant/farmers market employee parking and change in traffic patterns east of SR 29 due to the realignment of an improved Mills Lane to the SR 29/Grayson Avenue signal would increase existing volumes on Mills Lane, La Fata Street and Dowdell Lane by the following amounts.

Table XVII-3 YEAR 2018 HARVEST VOLUMES WITH & W/O THE LODGING PROJECT

TIME PERIOD	MILLS LANE 2-WAY VOLUMES		LA FATA STREET 2-WAY VOLUMES		DOWDELL LANE 2-WAY VOLUMES	
	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Friday AM Peak Hour	25	71	31	46	172	163
Friday PM Peak Hour	20	77	36	63	172	161
Saturday Afternoon Peak Hour	11	33	13	26	66	68

Source: Crane Transportation Group, 2019

The 40-foot-wide curb-to-curb sections of Mills Lane, La Fata Street and Dowdell Lane could easily accommodate the expected volume increases due to the lodging project and improvement/realignment of Mills Lane to the SR 29/Grayson Avenue signal.

Year 2022 + Lodging Project Vehicle Impacts

Volumes. Year 2022 + Lodging Project Friday AM and PM and Saturday afternoon peak hour harvest volumes are presented in Figures 23, 24 and 25, respectively, in Attachment B.

Intersection Level of Service Impacts. Table 7 of Attachment B shows that acceptable operation would remain at the following two intersections along SR 29 with the addition of lodging project traffic during the Friday AM and PM and Saturday afternoon peak hour conditions.

SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)	LOS C
SR 29/Grayson Avenue-Mills Lane (signal)	LOS D

Table 7 also shows that the SR 29/Charter Oak Avenue intersection would maintain acceptable operation during the Friday and Saturday PM peak hours with the addition of lodge traffic (LOS D), while during the Friday AM peak hour operation of the westbound approach would remain an unacceptable LOS E. However, there would only be a 2.6-second increase in delay on the westbound approach during this time period, which would be less than the City's 5-second minimum change significance criteria limit. In addition, Table 3 shows that the SR 29/Pope Street-Mitchell Street intersection, which would already be experiencing unacceptable LOS F operation during the Friday and Saturday peak hours would have delay increased by lodge traffic. However, the increases during each peak hour would be 3 seconds or less, which would also be less than the 5-second minimum change significance criteria limits. Therefore, the impact is considered less than significant.

Signal Warrant Impacts. Table 4 in Attachment B shows that at the SR 29/Charter Oak Avenue intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without lodge traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. However, volume increases due to the lodge would be less than the City's minimum significance criteria limit of 1 percent during all peak hours.

At the SR 29/Dowdell Lane intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without lodge traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. However, volume increases due to the lodge would be less than the City's minimum significance criteria limit of 1 percent during all peak hours. Therefore, the impact is considered less than significant.

Impacts to Mills Lane, La Fata Street and Dowdell Lane. The net change in traffic due to the 65-unit lodging facility, relocation of Farmstead restaurant/farmers market employee parking and change in traffic patterns east of SR 29 due to the realignment of an improved Mills Lane to the SR 29/Grayson Avenue signal would increase 2022 Without Project volumes on Mills Lane, La Fata Street and Dowdell Lane by the following amounts.

Table XVII-4 YEAR 2022 HARVEST VOLUMES WITH & W/O THE LODGING PROJECT

TIME PERIOD	MILLS LANE @ SR 29 2-WAY VOLUMES		LA FATA STREET @ DOWDELL LANE 2-WAY VOLUMES		DOWDELL LANE @ SR 29 2-WAY VOLUMES	
	W/O PROJECT	WITH LODGING PROJECT	W/O PROJECT	WITH LODGING PROJECT	W/O PROJECT	WITH LODGING PROJECT
Friday AM Peak Hour	26	77	43	62	235	223
Friday PM Peak Hour	29	91	53	84	227	208
Saturday Afternoon Peak Hour	11	41	30	53	137	131

Source: Crane Transportation Group, 2019

The 40-foot-wide curb-to-curb sections of Mills Lane, La Fata Street and Dowdell Lane could easily accommodate the expected volume increases due to the lodge and improvement/realignment of Mills Lane to the SR 29/Grayson Avenue signal.

Year 2040 + Lodging Project Vehicle Impacts

Volumes. Cumulative (year 2040) + Lodge Friday AM and PM and Saturday afternoon peak hour volumes are presented in Figures 29, 30 and 31, respectively in Attachment B.

Intersection Level of Service Impacts. Table 8 in Attachment B shows that acceptable operation would remain at the following intersection along SR 29 with the addition of lodge traffic during the Friday AM and PM and Saturday afternoon peak hour conditions.

SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)	LOS C
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Table 8 also shows that at the SR 29/Pope Street-Mitchell Street intersection signalized operation would remain an unacceptable LOS F with or without lodge traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. However, the increases in delay due to lodge traffic would be less than 5 seconds during each peak hour (3.2 seconds Friday AM, 2.9 seconds Friday PM and 3.0 seconds Saturday PM).

At the SR 29/Charter Oak Avenue intersection operation of the stop sign controlled westbound Charter Oak Avenue approach would remain an unacceptable LOS F with or without lodge traffic during the Friday AM peak hour and an unacceptable LOS E during the Friday PM peak hour. However, the increases in delay due to lodge traffic would be less than 5 seconds during either peak hour (3.7 seconds Friday AM & 0.3 seconds Friday PM). Operation would remain acceptable during the Saturday PM peak hour with the addition of lodge traffic.

At the SR 29/Grayson Avenue-Mills Lane signalized intersection operation would be an unacceptable LOS E during the Friday AM peak hour with a fourth intersection leg. Friday AM peak hour operation would change from an acceptable LOS D to an unacceptable LOS E (with a 23.7 second increase in delay). With the implementation of the recommended mitigation(s) the impact would be reduced to less than significant.

Signal Warrant Impacts. Table 4 shows that at the SR 29/Charter Oak Avenue intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without total project traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. However, volume increases would be less than 1 percent during all three peak hours.

At the SR 29/Dowdell Lane intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without total project traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. However, volume increases would be less than 1 percent during all three peak hours. Therefore, the impact is considered less than significant.

Impacts to Mills Lane, La Fata Street and Dowdell Lane. The net change in traffic due to the 65-unit lodging facility, relocation of Farmstead restaurant/farmers market employee parking and change in traffic patterns east of SR 29 due to the realignment of an improved Mills Lane to the SR 29/Grayson Avenue signal would increase year 2040 Without Project volumes on Mills Lane, La Fata Street and Dowdell Lane by the following amounts.

Table XVII-5 YEAR 2040 (CUMULATIVE) HARVEST VOLUMES WITH & W/O THE LODGING PROJECT

TIME PERIOD	MILLS LANE @ SR 29 2-WAY VOLUMES		LA FATA STREET @ DOWDELL LANE 2-WAY VOLUMES		DOWDELL LANE @ SR 29 2-WAY VOLUMES	
	W/O PROJECT	WITH LODGING	W/O PROJECT	WITH LODGING	W/O PROJECT	WITH LODGING
Friday AM Peak Hour	26	80	43	69	235	216
Friday PM Peak Hour	29	100	53	96	227	202
Saturday Afternoon Peak Hour	12	47	30	58	137	126

Source: Crane Transportation Group, 2019

The 40-foot-wide curb-to-curb sections of Mills Lane, La Fata Street and Dowdell Lane could easily accommodate the expected volume increases due to the lodge, and improvement/ realignment of Mills Lane to the SR 29/Grayson Avenue signal. Therefore, this impact is considered less than significant.

- (b) **Less Than Significant Impact.** Napa County has not adopted a Congestion Management plan. As such, the Proposed Project would not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways. Therefore, the Project will have a less than significant impact on local applicable congestion management plans.
- (c,d) **No Impact.** The Project has no components that would result in a change in air traffic patterns as it is located more than 2 miles from an airport, therefore the Project will have no impact.
- (e) **Less Than Significant Impact.** The Traffic Impact Study included in Attachment B indicates that the Project would not result in increases in average delay at intersections surrounding the site and would facilitate access to streets on the east side of SR 29 due to the connection of Mills Lane to the SR 29/Grayson Avenue signal, so emergency response times would generally not be increased. There are no other changes contemplated as part of the Project that would affect emergency access. The Fire Marshall has reviewed the preliminary site plan and shall review and approve the final site plan (See Section XV). Therefore, the Project would have a less than significant impact on emergency access.
- (f) **Less-Than-Significant with Mitigation Incorporated.** Existing and planned transit, bicycle and pedestrian facilities in the study area are expected to provide appropriate access to the Project site. This impact is considered less than significant with incorporated mitigation measures.

Total Project w/ Existing Farmstead at Long Meadow Ranch (Farmstead)

The farmer's market building will be expanded by 408-square-foot, converted into a butcher shop and be open to the public. Hours will be 10:00 AM to 6:00 PM. Existing farmer's market butchers and staff will work in the new retail

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facility. Local customers will either walk or drive to/from the site. Farmstead is also adding storage space to two buildings. Three retail customers are projected to be driving daily during peak weekday and weekend hours.

Based upon the applicant's request for up to four 200-person events per week with no restrictions on beginning or end times, for analysis purposes the City has requested that traffic from this size event be assumed on the local roadway network during the Friday and Saturday PM peak traffic hours. The applicant requires guests attending these events to rent vans or buses to reach the site. For the analysis, it was assumed that 14 vans or buses are used along with five private automobiles. All shuttle buses will access the restaurant/farmers market parking lot along Charter Oak Avenue. They are assumed to park off site during the event.

City Parking Code requires the facility to have 59 spaces. Currently, there are 59 spaces. Primary guest/visitor automobile access to the campus, including Farmstead restaurant, general store, and farmer's market, will continue to be from Charter Oak Avenue. Pedestrian entry will be from the Lodging as well as public sidewalks, including designated crosswalks at Charter Oak Avenue and Main Street. Multiple points of bicycle access will be from Charter Oak Avenue, Main Street, and Mills Lane (via the Lodging).

(a) **Less-Than-Significant Impact with Mitigation.**

Existing + Total Project Vehicle Impacts

Volumes. Resultant Existing + Total Project Friday AM and PM and Saturday afternoon peak hour harvest volumes are presented in Figures 20, 21 and 22, respectively, in Attachment B.

Intersection Level of Service Impacts. Table 3 in Attachment B shows that acceptable operation would remain at the following two intersections along SR 29 with the addition of total project traffic during Friday AM and PM and Saturday afternoon peak hour conditions.

SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)	LOS C
SR 29/Grayson Avenue-Mills Lane (signal)	LOS C or D

Table 3 also shows that the SR 29/Charter Oak Avenue intersection would maintain acceptable operation during the Friday and Saturday PM peak hour analysis time periods with the addition of total project traffic (LOS C or D), while during the Friday AM peak hour operation of the westbound approach would remain an unacceptable LOS E. However, there would only be a 2.8-second increase in delay on the westbound approach during this time period, which would be less than the 5-second minimum change significance criteria limit. In addition, Table 3 shows that the SR 29/Pope Street-Mitchell Street intersection, which would already be experiencing unacceptable LOS F operation during the Friday and Saturday peak hours would have delay increased by total project traffic. However, the increases during each peak hour would be less than 4.3 seconds, which would also be less than the 5-second minimum change significance criteria limits. For these reasons, the impact is considered less than significant.

Signal Warrant Impacts. Table 4 in Attachment B shows that at the SR 29/Charter Oak Avenue intersection the addition of project traffic would increase Friday PM peak hour volumes to exceed rural signal warrant #3 volume criteria levels, while during the Saturday PM peak hour project traffic would increase total volumes entering the intersection by 2.3 percent during a period when "Without Project" volumes would already be exceeding warrant criteria. This would be a significant impact. During the AM peak hour, a time period when "Without Project" traffic would already be exceeding rural warrant #3 volume criteria the addition of project traffic would increase volumes by less than 1 percent, and not produce a significant impact.

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At the SR 29/Dowdell Lane intersection the addition of project traffic would only produce a significant impact during the Friday PM peak hour, when volumes passing through the intersection would increase by 1.6 percent during a period when “Without Project” volumes would already be exceeding rural warrant volume criteria. During the AM peak hour, a time period when “Without Project” traffic would already be exceeding rural warrant #3 volume criteria the addition of project traffic would increase volumes by less than 1 percent, and not produce a significant impact. Finally, during the Saturday PM peak hour project traffic would not increase volumes to meet rural warrant #3 volume criteria levels. It should be noted that levels of service at the Dowdell Lane intersection will remain acceptable even though rural signal warrant criteria are met during the Friday peak hours.

Impacts to Mills Lane, La Fata Street and Dowdell Lane. The net change in traffic due to the total project would increase existing volumes on Mills Lane, La Fata Street and Dowdell Lane by the following amounts:

Table XVII-6 YEAR 2018 HARVEST VOLUMES WITH & W/O THE TOTAL PROJECT

TIME PERIOD	MILLS LANE @ SR 29 2-WAY VOLUMES		LA FATA STREET @ DOWDELL LANE 2-WAY VOLUMES		DOWDELL LANE @ SR 29 2-WAY VOLUMES	
	W/O PROJECT	WITH TOTAL PROJECT	W/O PROJECT	WITH TOTAL PROJECT	W/O PROJECT	WITH TOTAL PROJECT
Friday AM Peak Hour	25	71	31	46	172	163
Friday PM Peak Hour	20	77	36	63	172	161
Saturday Afternoon Peak Hour	11	33	13	26	66	68

Source: Crane Transportation Group, 2019

The 40-foot-wide curb-to-curb sections of Mills Lane, La Fata Street and Dowdell Lane could easily accommodate the expected volume increases due to the total project.

Year 2022 + Total Project Vehicle Impacts

Volumes. Year 2022 + Total Project Friday AM and PM and Saturday afternoon peak hour volumes are presented in Figures 26, 27 and 28, respectively in Attachment B.

Intersection Level of Service Impacts. Table 7 in Attachment B shows that acceptable operation would remain at the following two intersections along SR 29 with the addition of lodge traffic during the Friday AM and PM and Saturday afternoon peak hour conditions with the addition of project traffic.

SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach) LOS C

SR 29/Grayson Avenue-Mills Lane (signal) LOS D

Table 7 also shows that the SR 29/Charter Oak Avenue intersection would maintain acceptable operation during the Saturday PM peak hour with the addition of total project traffic (LOS D), while during the Friday AM peak hour operation of the westbound approach would remain an unacceptable LOS E. However, there would only be a 2.6-second increase in delay on the westbound approach during this time period, which would be less than the 5-second minimum change significance criteria limit. During the Friday PM peak hour operations of the

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westbound approach would change from an acceptable LOS D to an unacceptable LOS E. However, the delay increase would only be 3.3 seconds. For these reasons, this impact is considered less than significant.

Signal Warrant Impacts. Table 4 in Attachment B shows that at the SR 29/Charter Oak Avenue intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without total project traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. While the volume increase would be less than 1 percent during the AM peak hour, the increases during the Friday PM peak hour and Saturday PM peak hour would be greater than 1 percent and would therefore be a significant impact (2.3% during the Friday PM peak hour and 2.2% during the Saturday PM peak hour). With the implementation of the recommended mitigation(s) the impact would be reduced to less than significant.

At the SR 29/Dowdell Lane intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without total project traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. While the volume increase would be less than 1 percent during the AM peak hour, the increases during the Friday PM peak hour and Saturday PM peak hour would be greater than 1 percent and would therefore be a significant impact (1.1% both hours). With the implementation of the recommended mitigation(s) the impact would be reduced to less than significant.

Impacts to Mills Lane, La Fata Street and Dowdell Lane. The net change in traffic due to the total project would increase 2022 with or without total project volumes on Mills Lane, La Fata Street and Dowdell Lane by the following amounts:

Table XVIII-7 YEAR 2022 HARVEST VOLUMES WITH & W/O THE TOTAL PROJECT

TIME PERIOD	MILLS LANE @ SR 29 2-WAY VOLUMES		LA FATA STREET @ MILLS LANE 2-WAY VOLUMES		DOWDELL LANE @ SR 29 2-WAY VOLUMES	
	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Friday AM Peak Hour	26	77	43	62	235	223
Friday PM Peak Hour	29	91	53	84	227	208
Saturday Afternoon Peak Hour	11	41	30	53	137	131

Source: Crane Transportation Group, 2019

The 40-foot-wide curb-to-curb sections of Mills Lane, La Fata Street and Dowdell Lane could easily accommodate the expected volume increases due to the project. Therefore, this impact is considered less than significant.

Year 2040 + Total Project Vehicle Impacts

Volumes. Cumulative (year 2040) + Total Project Friday AM and PM and Saturday afternoon peak hour volumes are presented in **Figures 32, 33 and 34**, respectively, in Attachment B.

Intersection Level of Service Impacts. Table 8 in Attachment B shows that acceptable operation would remain at the following intersection along SR 29 with the addition of total project traffic during the Friday AM and PM and Saturday afternoon peak hour conditions.

SR 29/Dowdell Lane (Dowdell Lane 2-lane stop sign controlled approach)

LOS C

Table 8 also shows that at the SR 29/Pope Street-Mitchell Street intersection signalized operation would remain an unacceptable LOS F with or without lodge traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. However, the increases in delay due to lodge traffic would be less than 5 seconds during each peak hour (3.2 seconds Friday AM, 4.4 seconds Friday PM and 4.8 seconds Saturday PM).

At SR 29/Charter Oak Avenue operation of the stop sign controlled westbound Charter Oak Avenue approach would remain an unacceptable LOS F with or without lodge traffic during the Friday AM peak hour and an unacceptable LOS E during the Friday PM peak hour. However, the increases in delay due to lodge traffic would be less than 5 seconds during either peak hour (3.7 seconds Friday AM & 4.6 seconds Friday PM). Operation would remain acceptable during the Saturday PM peak hour with the addition of lodge traffic.

At the SR 29/Grayson Avenue-Mills Lane signalized intersection operation would be an unacceptable LOS E during the Friday AM peak hour. Friday AM peak hour operation with a fourth intersection leg would change from an acceptable LOS D to an unacceptable LOS E (with a 23.7 second increase in delay). This change would all be due to lodge traffic. With implementation of the recommended mitigation(s), this impact would be reduced to less than significant.

Signal Warrant Impacts. Table 4 in Attachment B shows that at the SR 29/Charter Oak Avenue intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without total project traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. While the volume increase would be less than 1 percent during the AM peak hour, the increases during the Friday PM peak hour and Saturday PM peak hour would be greater than 1 percent and would therefore be a significant impact (2.2% during the Friday PM peak hour and 2.1% during the Saturday PM peak hour). With implementation of the recommended mitigation(s), this impact would be reduced to less than significant.

At the SR 29/Dowdell Lane intersection, volumes would be exceeding rural peak hour signal warrant volume criteria levels with or without total project traffic during the Friday AM and PM peak hours and the Saturday PM peak hour. The volume increase would be less than 1 percent during the all three peak hours.

Impacts to Mills Lane, La Fata Street and Dowdell Lane. The net change in traffic due to the total project would increase 2040 with and without Total Project volumes on Mills Lane, La Fata Street and Dowdell Lane by the following amounts:

**Table XVII-8 YEAR 2040 (CUMULATIVE) HARVEST VOLUMES
WITH & W/O THE TOTAL PROJECT**

TIME PERIOD	MILLS LANE @ SR 29 2-WAY VOLUMES		LA FATA STREET @ DOWDELL LANE 2-WAY VOLUMES		DOWDELL LANE @ SR 29 2-WAY VOLUMES	
	W/O PROJECT	WITH TOTAL PROJECT	W/O PROJECT	WITH TOTAL PROJECT	W/O PROJECT	WITH TOTAL PROJECT
Friday AM Peak Hour	26	80	43	69	235	216
Friday PM Peak Hour	29	100	53	96	227	202
Saturday Afternoon Peak Hour	12	47	30	58	137	126

Source: Crane Transportation Group, 2019

The 40-foot-wide curb-to-curb sections of Mills Lane, La Fata Street and Dowdell Lane could easily accommodate the expected volume increases due to the total project, which includes realignment of Mills Lane to the SR 29/Grayson Avenue signal.

Pedestrian Impacts

Mills Lane and La Fata Street. Figure 35 in Attachment B shows the project employee walking route between the proposed Dowdell Lane/McCormick Street parking lot and the lodge/restaurant/farmers market facilities, while Table 14 shows the maximum number of total project employees (lodge/restaurant & farmers market) that would be expected to walk between the Dowdell Lane employee parking lot and the uses on the project site. The lodge will be providing a pedestrian walkway system throughout their site connecting to the Farmstead restaurant and farmers market. There would be at most a total of about 100 walking trips in each direction over a 24-hour period if all employees drove alone. However, this number would potentially be reduced a little due to a few employees being dropped off/picked up, taking transit or walking and biking if they lived nearby. Paved pathways will be provided along the west side of La Fata Street (Mills Lane to Dowdell Lane) and along the north side of Mills Lane (from La Fata Street to SR 29). Due to the distance between the employee improved parking lot at the Dowdell Lane/McCormick Street intersection and the lodging facility (a quarter mile to the north) and the restaurant-farmers market facilities (about half a mile to the north), there may be some employees unable to walk this distance – or – bad weather may make this walk difficult. In addition, there would be safety concerns regarding employees walking at night to/from the Dowdell Lane parking lot through a deserted industrial area. As shown in Table 14, about a third of all employees would be walking at night.

In order to reduce concerns about employees walking between the Dowdell Lane parking lot and the lodge/restaurant-farmers market, the project will be providing on-call shuttle service during all hours. A shelter will also be provided at the Dowdell Lane parking lot. This impact is considered less than significant.

SR 29 Crossing at Charter Oak Avenue. The project would result in minor changes in pedestrian crossings of SR 29 at Charter Oak Avenue, and potentially there may even be a reduction during some hours due to the removal of restaurant-farmers market employee traffic formerly crossing at this location being greater than the increase from lodge guests. The vast majority of lodge guest pedestrian activity would be to/from downtown St. Helena, with a much smaller amount to/from the Grayson Avenue signal. (See Figure 36) Those pedestrians traveling between the project and downtown would walk through the Farmstead restaurant property and travel along SR 29 north of Charter Oak Avenue. Some would cross SR 29 at Charter Oak Avenue on their way to or from downtown.

The City of St. Helena does not have a significance criterion for pedestrian crossing impacts. However, the SR 29 crosswalk at Charter Oak Avenue already has existing traffic and pedestrian crossing volumes exceeding minimum guidelines for provision of a pedestrian hybrid flashing beacon during 9 of the 10 surveyed hours in 2016 and eight of the nine surveyed hours in 2019. Therefore, it is projected that the additional lodge traffic and pedestrians would continue to result in a significant safety impact for pedestrian crossings at the SR 29 Charter Oak crosswalk. With implementation of the recommended mitigation(s), this impact would be reduced to less than significant.

Bicycle Impacts

The project is proposing a Class I bicycle path along the north side of Mills Lane between SR 29 and La Fata Street. Bicycles will be provided for each guest room and bicycle lockers will be provided for employees. Therefore, the Project would have a less than significant impact with respect to bicycle facilities.

Dowdell Lane Employee Parking Lot

The proposed Farmstead employee paved parking lot at the southwest corner of the Dowdell Lane/McCormick Street intersection would provide 73 parking spaces. Three driveway connections would be provided to Dowdell Lane. See Figure 37. The most westerly would be for inbound vehicles only and would serve a “U” shaped parking lot with one-way flow parking aisles that would have an exit just west of McCormick Street. A third driveway for two-way flow would be provided between the one-way inbound and outbound driveways and would serve a dead-end parking aisle with 90-degree parking. All parking spaces would be striped, so it would be possible to drive across empty parking stalls between the two distinct parking areas.

Based upon applicant provided lodge and restaurant/farmers market employee numbers and shift change times, there would be one time during the day (between 2:30 and 3:00 PM) when there would be an overlap of 73 employees on the project site at the same time (see Appendix D). However, the employee parking demand would potentially be at least 15 to 20 percent less than 73 spaces due to TDM program car and vanpooling, employee drop off and pickup by a friend or family member and walking or biking by employees living nearby. Therefore, the proposed employee parking lot should have an adequate parking supply for the currently proposed total project employee levels. Surveys by the project applicant of employee travel modes at the existing restaurant-farmers market facilities show about a 30 percent elimination of drive alone auto travel.

- (b) **Less Than Significant Impact.** Napa County has not adopted a Congestion Management plan. As such, the Proposed Project would not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways. Therefore, the Project will have a less than significant impact on local applicable congestion management plans.
- (c,d) **No Impact.** The Project has no components that would result in a change in air traffic patterns as it is located more than 2 miles from an airport, therefore the Project will have no impact.
- (e) **Less Than Significant Impact.** The Traffic Impact Study included in Attachment B indicates that the Project would not result in increases in average delay at intersections surrounding the site and would facilitate access to streets on the east side of SR 29 due to the connection of Mills Lane to the SR 29/Grayson Avenue signal, so emergency response times would generally not be increased. There are no other changes contemplated as part of the Project that would affect emergency access. The Fire Marshall has reviewed the preliminary site plan and shall review and approve the final site plan (See Section XV). Therefore, the Project would have a less than significant impact on emergency access.
- (f) **Less-Than-Significant with Mitigation Incorporated.** Existing and planned transit, bicycle and pedestrian facilities in the study area are expected to provide appropriate access to the Project site.

MITIGATION MEASURES

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

TRAF-1. SR 29/Grayson Avenue – Mills Lane Intersection. Minor additional improvements are needed when Mills Lane is realigned and widened to connect to SR 29 at Grayson Lane. The Mills Lane approach should be striped to provide an exclusive left turn lane and a combined through/right turn lane. In addition, the Grayson Avenue approach should be re-striped or widened to provide two lanes, one exclusively for left turns and one for combined through/right turns. Protected left turn phasing should be provided on the Mills-Grayson approaches. Resultant AM peak hour operation: LOS D - 52.7 seconds delay (acceptable operation).

TRAF-2. SR 29/Charter Oak Avenue Intersection – SR 29 Pedestrian Crossing. Provide a fair share contribution to the “HAWK” pedestrian hybrid flashing beacon proposed for the SR 29/Charter Oak Avenue intersection.

Existing Farmstead at Long Meadow Ranch (Farmstead) + Lodging Project (Total Project)

TRAF-3. SR 29/Dowdell Lane Intersection – Signal Warrant Impact. Provide a fair share contribution towards the signal planned at the SR 29/Dowdell Lane intersection (as detailed in the Highway 29 Specific Plan).

TRAF-4. SR 29/Charter Oak Avenue Intersection – Signal Warrant Impact. Since City Public Works has indicated they are not in favor of signaling this intersection, provide one of the following two measures:

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- a. Start and end all special events with more than 75 people at times that will not add traffic to SR 29 during the weekday and Saturday PM peak traffic periods (3:30-6:00 PM on weekdays and 1:30-4:00 PM on weekend days).

– or –

- b. Provide additional funding for the “HAWK” pedestrian hybrid flashing beacon. The beacon shall be in operation before major events are permitted to add traffic to the existing weekday and weekend peak traffic hours along SR 29. Please note that Caltrans approval will be required for provision of the HAWK hybrid flashing beacon. If they do not approve of its installation, then the only measure to reduce the project impact to a level of insignificance is to eliminate traffic from the 200-person events during the Friday and Saturday PM peak hours.

STANDARD MEASURES

The Farmstead and Lodging Projects shall be conditioned to be consistent with all ADA requirements for accessibility to ensure that employees are able to access the parking lot on Dowdell Lane/McCormick, or other offsite employee parking area.

IMPACT SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures listed above, impacts related to traffic and transportation would be reduced to a less than significant level.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena Highway 29 Specific Plan, Adopted February 22, 2005.
- Crane Transportation Group, Traffic Impact Report for the Proposed Farmstead at Long Meadow Ranch Lodging Facility; November, 2019ⁱ.
- WRCOG, The Guide to Creating Walkable Communities, 2012.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<i>Existing Farmstead at Long Meadow Ranch (Farmstead)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

A Cultural Resources Report evaluating the 10-acre Project site was prepared by Flaherty Cultural Resources Services (FCRS) in June of 2016. Their report serves as the basis of this analysis and conclusions. The full report is continued in Attachment K. Contacts with the local tribes as well as the Office of Historic reservation were initiated as part of the Cultural Resources review. No tribes responded with any concerns. The sites are not identified in any state archival documentation. The Cultural Resources Manager for the Tewe Kewe Cultural Center, Bill Laverne, met with representatives of the City and the applicant's representative on the site in November of 2016.

Based on the distribution of known cultural resources and their environmental settings, it is not anticipated that prehistoric and/or historical archaeological sites could be found within either of the Project sites.

REGULATORY SETTING

General Plan Update 2040

The following General Plan policies are related to Tribal Cultural Resources:

- HR1.5 For development and redevelopment proposals in archaeologically and paleontologically sensitive areas of St. Helena or where tribal cultural resources are known to exist, require an assessment 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). As warranted by the results of the assessment, require additional studies to identify and address project-specific impacts on archaeological and paleontological resources. The City shall incorporate the study recommendations as project conditions of approval to ensure that impacts on archaeological and/or paleontological resources are mitigated to the extent possible. Studies shall be prepared according to National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.
- HR2.1 Strengthen public awareness of and support for the preservation and protection of the City's historic resources, while improving community access to information about local Native American history.
- HR2.2 In cooperation with Native American Research and Historical Preservation Society, improve community access to information about Native American life.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a-b) **Less Than Significant Impact.** The project site is a fully developed and disturbed site. No excavation is proposed as part of the minor use modifications to the existing restaurant. The Logan-Ives House is included in the local register of historical resources; however, no exterior alterations are proposed to the structure. As no alterations to the historical resource are proposed, and the General Plan does not identify any archaeological resources on the project site, potential impacts to Tribal Cultural Resources is considered a less than significant impact.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a-b) **Less Than Significant Impact.** The Cultural Resource Reconnaissance included numerous contacts to the local tribes and the Native American Heritage Commission requiring they provide any comments on the Proposed Project. No responses were received to indicate that the Project site is a culturally significant resource. The site is not listed on the California Register of Historical Places. No Native American groups responded with concerns as to the site's cultural significance. Additionally, no archived research or field surveys identified any pre-historic or historic-era cultural resources. Absent any substantial evidence to support such a finding, the potential impacts to Tribal Cultural Resources is considered a less than significant impact.¹

MITIGATION MEASURES

- CUL-1.** If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during any construction activities, the Contractor shall

¹However, the City's obligation to consult under AB52 is independent of this consultation by the archaeologists.

implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following:

- Suspend work within 100 feet of the find; and
- Immediately notify the City's Community Development Director and coordinate any necessary investigation of the site with a qualified archaeologist as needed to assess the resources (i.e., whether it is a "historical resource" or a "unique archaeological resource"); and
- Provide management recommendations should potential impacts to the resources be found to be significant:
 - Possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects.
- In addition, the Contractor, in consultation with the Preservation Director, State Historic Preservation Officer, and if applicable, Tribal representatives, may include preparation of reports for resources identified as potentially eligible for listing in the California Register of Historical Resources.

None of the responses received from the tribes indicated that they wanted an archaeologist present during initial grading.

CUL-2. There is the possibility that buried archaeological deposits could be present, and accidental discovery could occur. In keeping with the CEQA guidelines, if archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds (§15064.5 [f]). Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

Sources:

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- Flaherty Cultural Resource Services, Cultural Resource Reconnaissance, Long Meadow Ranch, June 15, 2016.
- Bill Laverne, Tewe Kewe Cultural Center, on-site meeting; November 30, 2016.

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

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	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)</i>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

DISCUSSION

Overview

The Project's civil design team has prepared the following reports to address the Farmstead and Lodging Projects, these reports are contained in Attachment I-1 through I-4 and Attachment J:

- Preliminary Stormwater Control Plan
- Water Use Analysis Report
- Hydrology Analysis
- Memo Re: Schematic Design Civil Design Narrative

Additional discussion related to water is found in Section X, Hydrology.

Both Projects are located within the City of St. Helena's city limits within an area that is either developed or within the City limits. Utilities are available from local City services and other non-governmental providers. Some utilities (sewer and storm drains) will need to be extended into the site from surrounding public streets. Solid waste (including recyclable material) generated during Project construction and operation would be collected by Upper Valley Disposal and Recycling and delivered to the Clover Flat Landfill outside of Calistoga. The landfill is permitted to receive 600 tons per day and as of September 2012 had 2,870,000 cubic yards of capacity remaining. More specific information follows, below:

The existing 2.47+/- acre Farmstead development is served by both a private water system and City water supply as well as serviced by the City storm drains, all discussed below. No increases in impervious area are proposed and no alterations to the existing drainage are proposed or required. The amount of additional development for the Farmstead project improvements involves a small expansion of the storage area (510± sf) of already sewer-impervious soils. No significant changes to hydrology, water quality, or other of the above CEQA factors are anticipated.

The 10.03+/- acres of the Lodging site has little storm drain infrastructure. Site drainage is characterized by slow surface flow towards the southern corner of the site. Some of the surface runoff is collected in an existing swale that runs above the southeast property line and discharges into an existing 36" culvert. Limited infiltration occurs due to the site soils, which are mainly sandy clay over clayey gravel.

General Plan Update 2040

The following General Plan policies relate to Utilities and Service

- LU1.2 Allow urban development to occur only within the Urban Limit Line. Consider an exception for on-site employee housing on Agricultural lands. Urban services, such as sewer, water, and storm drainage, will only be extended to development within the Urban Limit Line.
- PF1.1 Require that the approval of new development be contingent upon the ability of the City to provide water without exceeding the safe annual yield of its water supply system.

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- PF1.5 Continue to implement and update as necessary the City's Water Management Plan Ordinance and the City's Ordinance containing the Water Use Efficiency Guidelines, along with other existing water conservation ordinances and measures.
- PF1.6 Aggressively promote adoption of "best practices" for reducing water usage in the existing housing stock through the City existing Ordinances and Water Conservation Plans.
- PF1.E Permit no new development relying on groundwater unless and until it is determined that the incremental production of ground water to support the development will not adversely impact the water production capability of the aquifer supporting the City wells.
- PF1.M Limit any future non-residential development to projects that incorporate "best practices" for water conservation.
- PF2.1 Ensure adequate sewage treatment capacity at the City treatment plant to meet the needs of population growth, taking into account the City's Growth Management System, the Regional Housing Needs Allocation, and the needs of non-residential users.
- PF3.1 Ensure that new developments provide adequate drainage improvements and detention to mitigate flooding from increased stormwater runoff attributable to the development.
- PF3.A Require developers to provide adequate drainage improvements and detention to mitigate storm runoff from the site to the nearest major waterway. Drainage improvements can include measures such as creating settling basins, bio-swales, and the use of pervious materials for driveways and parking areas. Key waterways include York Creek, Sulphur Creek and the Napa River.
- PF3.B Continue to require that new developments contribute on a fair share basis to the extension or upsizing of storm drainage to accommodate it through the construction of infrastructure and/or the payment of Impact Fees.
- PF3.E At the time of development review, require that post-project runoff be limited to pre-project peak flow rates for the five-year and ten-year storms as a condition of approval.
- PF3.G Continue to require that new development and redevelopment projects implement Post Construction Runoff Management measures, including low impact development practices, to reduce stormwater peak flow rates and volumes from smaller, more frequently occurring storm events.
- PF4.1 Increase recycling and composting as part of a coordinated waste reduction and management program.

Water Supply

Per the City of St. Helena Water Neutral Policy for Development, the City requires new development to be water-neutral (from the City-delivered water system) through any combination of on-site water conservation measures and/or off-site retrofitting and/or well water. The required retrofits shall be calculated as specified in the city's water neutrality policy as adopted by council resolution and approved by the director of public works/city engineer. If the city council determines that retrofitting of existing residential or nonresidential buildings is impractical or constitutes an unusual hardship on an applicant, it may authorize the payment to the city of an in-lieu retrofit fee in lieu of complying with these requirements. The in-lieu fee shall be the equivalent of the cost of retrofitting a sufficient number of existing homes with the ULF toilets and other required water-saving devices.

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The City of St. Helena follows the State of California's Model Water Efficient Landscape Ordinance, requires water efficient landscapes in new landscape projects over 500 square feet and retrofitted landscapes over 2,500 square feet.

Wastewater

The City of St. Helena provides wastewater collection and treatment service in St. Helena. The City's wastewater infrastructure includes a wastewater treatment plant, a wastewater collection system that uses 8- and 24-inch pipe and trunk lines, and one wastewater lift station. Average annual dry weather flow was 0.43 million gallons per day (mgd) over the 2000-2014 period and the maximum average dry weather flow was 0.51 mgd.

The City's wastewater treatment plant is currently operating near its maximum permitted capacity. Inflow and infiltration of stormwater appear to be a large portion of the wet season sewage flow. The City is currently working with the San Francisco Bay Regional Water Quality Control Board (RWQCB) to extend the wastewater treatment permit.

Any new larger development projects allowed by the General Plan may require additional sewer lines and allow for other wastewater facilities (on-site wastewater treatment, etc.).

Stormwater Drainage Facilities

Development of storm drainage infrastructure for the Farmstead projects is governed by the guidelines within the City of St. Helena Highway 29 Specific Plan. Per the Specific Plan, new drainage facilities will be required to accommodate increased runoff due to development. The City of St. Helena Storm Drain Master Plan lays out the future expansion of the city's storm drain infrastructure to serve new development.

The Specific Plan requires developers of major projects to perform a drainage and hydrology analysis, including a discussion of existing stormwater runoff quantities and the capacity of downstream drainage facilities to accommodate project flows. If inadequate downstream drainage facilities are found to exist, a program to either upgrade existing facilities or construct new drainage facilities consistent with the Specific Plan and the Storm Drain Master Plan shall be identified.

The Specific Plan includes a Master Utility Plan that identifies the proposed storm drain infrastructure in the Specific Plan area, including adjacent to the Farmstead projects. The Master Utility Plan identifies a storm drain in Mills Lane with an eventual connection and outfall in the Napa River.

Solid Waste

The City of St. Helena contracts with Upper Valley Disposal Service to provide solid waste collection and recycling. The Upper Valley Disposal Service collects, sorts, recycles and transports commercial and solid waste to the Clover Flat Landfill. Clover Flat has the capacity to accommodate St. Helena's projected demand until 2035

Highway 29 Specific Plan

The Highway 29 Specific Plan (2005) discusses water, sewer, recycled water, storm drainage and other utility requirements in Chapter 6. Generally the Specific Plan requires that development of new land uses and intensification of existing uses will require improvements related to:

- New underground water lines.
- To provide sufficient water volume and/or pressure to meet building and fire code requirements.

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- Recycled water lines shall be installed by project developers simultaneously with the installation of domestic water lines.
- New wastewater collection lines are required to connect with an existing sewer facility, project developers may be required to extend new sewer lines beyond their respective property frontage.
- New drainage facilities shall be located within a public right-of-way or public or private easements. Cross-lot drainage is discouraged.
- The St. Helena Municipal Code requires the undergrounding of existing local-serving overhead utility lines as a condition of subdivision and/or site development, undergrounding would be required as a condition of subdivision, Design Review or other land use entitlement.
- New natural gas service shall be provided.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

The current Farmstead operations are sewered by public service and storm drainage facilities under control of the City of St. Helena. No increase in the intensity of uses is proposed over existing and therefore no new modifications to the wastewater connections are proposed. The Farmstead operations are serviced by their own Public Water System (via an on-site well) and a City water connection which is used during periods of maintenance of its water system.

- (a,b,e) **Less than Significant Impact: Wastewater.** The Farmstead property will not add to the wastewater treatment as no new or increased water demand is expected and no additional wastewater generating uses are proposed as facilities are being relocated on the site and the new construction is primarily storage space. Therefore, the existing Farmstead operation will have minimal operational changes, relocating the existing baking and butchery operations from the existing restaurant kitchen to existing Logan-Ives building (baking) and the existing but to be updated farmer's market building (butchery) resulting in minimal additional, if any, incremental wastewater, and requiring no increase in the capacity of existing St. Helena wastewater treatment facilities and no increase in water usage since the operation is supplied by a private water system. A possible small water savings will occur as new facilities will use more water efficient fixtures. Therefore, the Project will have a less than significant impact.
- (c) **Less-Than-Significant Impact: Stormwater.** Site improvements for the Farmstead Project are limited to minor building changes and minor modifications to existing pathways. No construction of storm water drainage facilities or expansion of existing facilities is proposed, so the project will have less-than-significant impact.
- (d) **Less-Than-Significant Impact: Water.** The existing Farmstead facility currently operates and maintains its own Public Water System, which is fed from an existing on-site well. The proposed uses for the Farmstead Project will not increase water demand, and no modifications to the Public Water System are proposed. No new or expanded entitlements are needed. Therefore, the project will have less-than-significant impact to water supply.
- (f,g) **Less-Than-Significant Impact: Solid Waste** The site is currently served by the local solid waste disposal and recycling service. Site improvements for the Farmstead Project are limited to minor building changes and minor modifications to existing pathways. During construction, there would a temporary but minimal increase in solid waste disposal needs associated with construction wastes from the minor building renovation and minor, if any, and excess soil associated with site excavation and grading. All

construction wastes will be recycled per CalGreen Tier 1 Mandatory Measures and the project shall prepare a construction waste management plan that documents the diversion. Therefore, no significant impacts are associated with construction waste and all potential impacts to solid waste will be less than significant.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a,b,e) **Less than Significant Impact with Mitigation Incorporation: Wastewater.** A new gravity collection system will be installed to serve the proposed site improvements. Given the flatness of the site and distance to the nearest adjacent manhole (420' +/- south in La Fata), it is anticipated that one or more pump sumps will be required within the Project boundary. The design intent is to return pumped effluent to gravity flow at the property line where it will then flow through a new sewer line installed down La Fata Street. The existing 10" sewer main in La Fata Street has the capacity of 707 gallons per minute when flowing 2/3-full. The proposed project peak flow combined with the existing and approved area users, is 60.6 gallons per minute. This represents 9% of existing sewer main capacity and leaves 91% capacity remaining after the completion of the project. The report included in this submittal provides additional detail and calculations of the capacity utilization.
- (c) **Less than Significant With Mitigation Incorporated: Stormwater.** There are no downstream drainage facilities to serve the Lodging Project. Therefore, as described in the City of St. Helena Highway 29 Specific Plan, the Lodging Project will need to construct new drainage facilities to connect with a new storm drain in Mills Lane. As described in the City's Storm Drain Master Plan, a proposed outfall in the Napa River is planned to serve the project area. Construction of the new storm drain in Mills Lane and outfall in the Napa River will be undertaken by the City, consistent with the Highway 29 Specific Plan and the St. Helena Storm Drain Master Plan.
- (d) **Less than Significant With Mitigation Incorporated: Water.** The existing parcel to be developed is vacant and does not have a water connection to the City of St. Helena municipal system. Therefore, the baseline water use from the City-delivered system is zero gallons per day as summarized in Table XIX-1.

Table XIX-1: Water Use

Summary			
Category	Water Use (gal/day)	Water Use (gal/year)	Water Use (acre-ft/year)
Guest Rooms	2,330	850,304	2.609
Employees	192	69,905	0.215
Multi-Purpose Bldg	1,770	646,050	1.983
Laundry	52	18,980	0.058
Cooling	545	198,890	0.610
Fitness Center	260	94,900	0.291
TOTAL	5,148	1,879,028	5.767

The existing Lodging Project site is currently serviced by site wells and has no connection to the City of St. Helena water system, so the baseline water use for the project is zero gallons annually. The Lodging Project will serve its irrigation water needs using an existing on-site well. However, to serve the project's potable water needs, the project will require a new connection and new entitlements to the existing City of St. Helena water supply in La Fata Street.

The potable water demand associated with the propose site improvements will connect to the existing City water service in La Fata Street, south of the project entrance. Potable water will be distributed throughout the site to supply the multi-purpose building, guest rooms and fitness center. The 8" water line extended from La Fata Street will branch at the property line into the metered domestic supply

system for the property and a separate fire protection loop that will feed hydrants and building sprinkler systems. Additionally, a new 8" line will be extended down Mills Lane to connect to the existing water line in Highway 29, creating a looped system.

The project's civil design team prepared a Water Use Analysis, included as Attachment I-2, which demonstrates that the proposed Lodging Project will use approximately 5.8 acre-feet of water per year. The project will use water efficient fixtures and water conservation practices to the maximum extent possible. The project will require a will-serve water agreement with the City.

To satisfy the City of St. Helena Water Neutral Policy for Development, the City requires new development to be water-neutral (from the City-delivered water system) through any combination of on-site water conservation measures and/or off-site retrofitting and/or well water. The required retrofits shall be calculated as specified in the city's water neutrality policy as adopted by council resolution and approved by the director of public works/city engineer. The in-lieu fee shall be the equivalent of the cost of retrofitting a sufficient number of existing homes with the ULF toilets and other required water-saving devices and to be \$142,351.73.

While this is considered a potentially significant impact, off-site retrofitting and/or payment of an in-lieu fee will allow the Lodging Project to be water neutral, resulting in a less-than-significant impact after mitigation incorporated.

- (f,g) **Less than Significant Impact: Solid Waste.** During construction, there would be a temporary increase in solid waste disposal needs associated with construction wastes. Construction wastes for the Project would include minor amounts of solid waste from building renovation, as well as excess soil associated with excavation and site grading. Both construction waste and operational solid waste could be accommodated by landfills located in the region. The impact from construction waste and commercial solid waste would be less than significant.

MITIGATION MEASURES

Existing Farmstead at Long Meadow Ranch (Farmstead)

None required.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- UTL-1. Storm Drain.** The applicant shall connect to a storm drain capable of conveying the City's Master Planned 100-year storm water run-off in Mills Lane and outfall in the Napa River per the City of St. Helena Highway 29 Specific Plan and the City of St. Helena Storm Drain Master Plan.
- UTL-2. Water.** The Project shall connect to City water service and the Project shall pay an in-lieu retrofit fee to be negotiated and approved by the City of St. Helena equal to the cost of retrofitting existing buildings with low flow fixtures to result in a water savings equal to the proposed Lodging Project water use.
- UTL-3. Water.** The Project shall demonstrate that the irrigation demands for the Project do not exceed well water in excess of well capacity. Annual reports shall be provided for 5 years after occupancy.
- UTL-4. Water.** The Project shall include all water saving devices and methodology as required by CalGreen and City code.

UTL-5. Wastewater. Prior to issuance of Project approvals, the Project shall provide an analysis of wastewater capacity and availability in a formal study that:

1. Shall confirm availability of sewer lines and establish connections; and
2. Shall confirm plant capacity.

IMPACT SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measure listed above, impact related to utilities and service systems would be reduced to a less than significant level.

SOURCES

- City of St. Helena General Plan Update 2040; Adopted May 14, 2019.
- City of St. Helena Highway 29 Specific Plan, February 2005.
- City of St. Helena Storm Drain Master Plan.
- Sherwood Design Engineers, Theoretical Sewer Capacity Analysis for Farmstead at Long Meadow Ranch Lodging, May 2, 2017.
- Sherwood Design Engineers, Water Use Analysis Report for Farmstead at Long Meadow Ranch Lodging, May 2, 2017.
- Sherwood Design Engineers, Preliminary Stormwater Control Plan for a Regulated Project Farmstead at Long Meadow Ranch Lodging, January 22, 2017.

FARMSTEAD AT LONG MEADOW RANCH PROJECTS

St. Helena, California

	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XX. WILDFIRE				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				
Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

DISCUSSION

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, pursuant to Public Resources Code 4201-4204 and Government Code 51175-51189. These areas are referred to as Fire Hazard Severity Zones (FHSZs) and are identified for areas where the state has financial responsibility for wildland fire protection (i.e., state responsibility areas, or SRAs), and areas where local governments have financial responsibility for wildland fire protection (i.e., local responsibility areas, or LRAs). There are three FHSZ mapped for SRAs (moderate, high, and very high), while only lands zoned as very high are identified in LRAs.

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead) and (Lodging Project)

- (a – d) **Less than Significant Impact.** According to CAL FIRE's Fire Hazard Severity Zone map for Napa County, all land within the City of St. Helena, and all land immediately surrounding the city limits, is in a non-VHFHSZ (Very High Fire Hazard Severity Zone). However, the mountain ranges immediately east and west of the city limits are within an SRA and are considered a moderate to high FHSZ (CAL FIRE, 2007). While land within the city limits may be outside an SRA, as evidenced by the 2017 wildfires that destroyed large areas of Napa and Sonoma counties, the threat from wildfires extends to areas within LRAs. Neither of the project sites are near an SRA nor other land classified as a Very High Fire Hazard Severity Zone (VHFHSZ), and each are in close proximity to St. Helena Fire Station #2 (less than ¼ mile away at 1025 Dowdell Lane).

Each of the project sites are located near the center of the incorporated City of St. Helena in a very flat, largely urban and agricultural area. Therefore, neither of the proposed projects will have any effect on an adopted emergency plan; nor will they exacerbate wildfire risks, require the installation of infrastructure that may exacerbate fire risk, or expose people or structures to risks associated with flooding or landslides resulting from post fire slope instability. For these reasons, this impact is considered less than significant.

MITIGATION MEASURES

None required.

SOURCES

- CAL FIRE, 2007. Fire Hazard Severity Zones in SRA; Adopted by CAL FIRE: November 7, 2007.
- CAL FIRE, 2008. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE: September 24, 2008.

Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project?

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Existing Farmstead at Long Meadow Ranch (Farmstead)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

Existing Farmstead at Long Meadow Ranch (Farmstead)

- (a) **Less Than Significant With Mitigation Incorporated.** The Farmstead project is located within the City's Urban limit line and potential impacts associated with its development have been anticipated by the City's General Plan and analyzed in the General Plan EIR. The project is consistent with the General Plan Land Use designation, goals, policies and zoning. All potential impacts to biological resources have been mitigated to levels less than significant, as identified in Section IV Biological Resources which calls for mitigation for the protection of nesting birds and bats.

Section V Cultural Resources assessed the potential for cultural resources at the site. While there is a historically significant building onsite, all proposed changes to the structure are proposed for the interior only, thereby not affecting the integrity of its historical nature. The Project site is located in close proximity to existing sensitive receptors including adjacent residential uses to the northeast and St. Helena High School to the south of the project site. Construction activities associated with the development are very limited and could result in interim short-term air quality emissions and noise levels, all of which are below the thresholds of significance and would cease once construction is finished.

With implementation of mitigation measures set forth in the sections on public services, the Project's adherence to the City's development standards, including Design Review, and Conditions of Approval, will ensure the project's potential impacts on the quality of the environment would be reduced to a less than significant level. As such, the project will not degrade the quality of the environment, reduce habitat, or affect cultural resources. Therefore, the project will have a less than significant impact on the environment.

- (b) **Less Than Significant With Mitigation Incorporated.** CEQA Guidelines (Section 15355(a)(b)) defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time".

The Project does not have the potential to create impacts which are individually limited but cumulatively considerable. The environmental effects of the Project are typical of service commercial development and will all be reduced to less than significant levels through the implementation of standard conditions of approval, or through mitigation measures contained in this Initial Study/Mitigated Negative Declaration.

Traffic impacts will not result in adverse cumulative conditions as no additional traffic is anticipated due as a result of the Project's proposed construction of storage facilities and renovations. The City of St. Helena has adopted circulation policies as part of its General Plan that regulate traffic movement and ensure traffic safety. All other potentially cumulative impacts are either less than significant or are mitigated such to levels of less than significant or reduced through application of the City's Conditions of Approval or development standards. They will not, therefore, add to a cumulatively considerable impact.

- (c) **Less Than Significant With Mitigation Incorporated.** The Project does not present adverse impacts upon human beings, either directly or indirectly. Geotechnical concerns will be lessened through the conditions identified in Section VI, Geology and Soils. While the Project site is located in close proximity to existing sensitive receptors including existing surrounding residential uses to the east and St. Helena High School to the south of the project site, construction is minor and is buffered by existing buildings. Construction activities associated with the development would result in short-term air quality emissions and noise levels that fall below levels of significance and would cease once construction is finished. The Project will be conditioned to achieve City standards with respect to noise, safety, and drainage. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation of mitigation measures, conditions of approval, and the City's development standards, or payment of development fees, the project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or

indirectly. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects.

Farmstead at Long Meadow Ranch Lodging Project (Lodging Project)

- (a) **Less Than Significant With Mitigation Incorporated.** The proposed Farmstead at Long Meadow Ranch Lodging Project is located within the City's Urban limit line and potential impacts associated with its development have been anticipated by the City's General Plan and Highway 29 Specific Plan and analyzed in the General Plan EIR/Highway 29 Specific Plan EIR. The project is consistent with the General Plan Land Use designation, goals, policies and zoning. All potential impacts to biological resources have been mitigated to levels less than significant, as identified in Section IV Biological Resources which calls for mitigation for the protection of nesting birds and bats. Furthermore, mitigation measures prescribed in Sections III, IV, V, X, XIII, XV, XVII, and XIX will ensure that any potential impacts to the environment are fully mitigated.
- (b) **Less Than Significant With Mitigation Incorporated.** CEQA Guidelines (Section 15355(a)(b)) defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time".

The Project does not have the potential to create impacts which are individually limited but cumulatively considerable. All potential impacts to biological resources, cultural resources and tribal resources, traffic, hydrologic and water quality resources have been mitigated such that the project will not contribute to the cumulative degradation of these resources. Similarly, mitigations ensure the Project has no impacts associated with construction related noise or air quality impacts. Potential impacts to public services and utilities are also mitigated to ensure no significant long-term contributions. With implementation of mitigation measures set forth in the Initial Study, and the Project's adherence to the City's development standards (including Design Review) and Conditions of Approval, will ensure the project's potential impacts on the quality of the environment would be reduced to levels of less than significant and not contribute to any cumulative impact. Therefore, the project will not have a cumulatively significant impact.

- (c) **Less Than Significant With Mitigation Incorporated.** The Project does not present adverse impacts upon human beings, either directly or indirectly. The project has the potential to result in adverse impacts to humans due to air quality, biological resources, cultural resources, hazards/ hazardous materials, noise, and tribal cultural resources. With implementation of mitigation measures set forth in this Initial Study, the project will have less than significant environmental effect that would directly or indirectly impact human beings onsite or in the project vicinity. The Project does not present potentially significant impacts which may cause adverse impacts upon human beings, either directly or indirectly. Geotechnical concerns will be lessened through the conditions identified in Section VII, Geology and Soils. While the Project site is located in proximity to existing sensitive receptors including existing residential uses to the northeast and St. Helena High School to the south of the project site, some buffering through setbacks exists to the residential areas. Construction activities associated with the development would result in air quality emissions and noise, for which mitigation has been identified and would cease once construction is finished. The Project will be conditioned to achieve City standards with respect to other safety issues and drainage. Building and improvement plans will be reviewed to ensure compliance with applicable building codes and standards. With implementation

of mitigation measures, conditions of approval, and the City's development standards, the Project does not present potentially significant impacts that may have an adverse effect upon human beings, either directly or indirectly. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects.

* The Guide to Creating Walkable Communities (WRCOG, 2012) references a nationwide survey that says two things: that people prefer to walk to work for trips 2 miles or less and that nationally the average walk to work is 0.74 miles.