
Initial Study/ Mitigated Negative Declaration

Project:
1380 Main Street Project

Lead Agency:
City of St. Helena

April 2014

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**City of St. Helena
Environmental Checklist/
Initial Study**

Introduction

This Initial Study has been prepared in accord with the provisions of the California Environmental Quality Act (CEQA) and CEQA Guidelines. The document assesses the potential environmental impacts of approving and implementing the proposed project described below.

The Initial Study consists of a completed environmental checklist and a brief explanation of the environmental topics addressed in the checklist.

The subject of this Initial Study is a development application submitted to the City of St. Helena to relocate an existing 500 square foot single story auto service building to Wappo Park and to construct a two-story commercial building that would contain up to 5,689 gross square of feet floor space. Associated improvements would include parking, landscaping and related site improvements on the Main Street site as described below. The subject parcel of land is located in downtown St. Helena, a nationally designated Historic District and the existing auto service building has been identified as a contributing resource to the downtown district.

The existing auto service building would be relocated to Wappo Park, a City park located in the eastern portion of the community and reconstructed as public restroom facilities.

Applicant:

Gary and Roberta Menegon
1812 Spring Mountain Court
St. Helena, CA 94574
(707) 963 2720

Project Location and Context

The project site contains 8,250 square feet of land located on the southeast corner of Main Street (State Route 29) and Adams Street in downtown St. Helena. The street address for the site is 1380 Main Street and the Assessor's Parcel Number is 009-212-001.

Exhibit 1 depicts the regional setting of St. Helena and **Exhibit 2** shows the location of the two portions of the project site in context with nearby features, including nearby roadways.

The site contains an existing one-story building containing approximately 500 square feet that is currently occupied by an automotive smog service facility on the western portion of the site. The building is a contributor to the existing Downtown St. Helena Historic District as listed on the National Register of Historic Places.

The eastern portion of the site is paved and used for automobile parking associated with the auto service use. No trees, watercourses, rock outcroppings or other major natural features are located on the site.

Surrounding properties have been developed for commercial purposes: a gasoline service station to the north, a bank to the east, a hardware store to the south and a retail store to the west.

The applicant has proposed to relocate the existing auto service building to Wappo Park, a City park located on the south side of Pope Street and west of the Napa River and re-purpose the building as park restrooms. The park site contains no structures and surrounding uses include the Napa River to the east and north, Napa Valley College satellite campus to the west and municipal uses to the south.

Project Description

Overview. The proposed project would include relocating the existing auto service building to Wappo Park and re-purposing the building as public restrooms. A new 5,689 square foot, two-story commercial building with adjacent surface parking and landscaping would be constructed on the Main Street site. The applicant also proposed building lighting and identification signs. The conceptual site plan is shown on **Exhibit 3**.

Design Review approval from the City of St. Helena is required in order to implement the proposed project. The City must also approve the proposed building relocation to Wappo Park.

Proposed land uses. Proposed uses within the Main Street building would include up to 2,898 square feet of retail uses on the ground floor and up to 2,791 square feet of office space on the second floor. No specific uses for the floor space have yet been identified, but future uses will be compatible with the City's Central Business District zoning district and with other existing land uses in the downtown area. The proposed building is also intended to provide space for local businesses.

The proposed building would be sited adjacent to both Main Street and Adams Street on the western side of the property with no setback, consistent with other downtown buildings. A surface parking lot for 11 vehicles would be provided on the eastern side of the site. One on-street parking space would also be provided.

Building design features. The proposed building would be designed to reflect existing historic buildings along Main Street and elsewhere in downtown St. Helena by siting the building adjacent to the sidewalk, similar to existing storefronts, building articulation, use of appropriate material and detailing. Red brick veneer siding material would be used as the predominant exterior material. The proposed building would have a flat roof with a decorative plaster cornice directly beneath the roofline. Large windows would be installed along both the Main Street and Adams Street frontages

with smaller vertical windows for the second floor adjacent to the proposed office occupancy.

The key design feature is proposed to be a semi-circular enhanced entry on the southwest building entry set off with trellised landscaping, an awning and identification signs. A smaller secondary door would also be provided along Main Street.

Upper floor decks would be provided over the main entry and on the upper floor on the east side of the proposed building.

Exhibit 4 shows photosimulations of the proposed exterior design of the building in context with other buildings.

Circulation, access and parking. Vehicular access into and out of the site would be provided by a new driveway onto Adams Street on the eastern side of the site (see Exhibit 3). The existing driveway onto Main Street would be eliminated. The parking lot would be configured with two rows of vehicle stalls accessed from the central driveway.

Eleven parking spaces are proposed, including three compact spaces and one handicapped access space. One on-street parking space would be provided in front of the proposed building.

The existing City of St. Helena sidewalk will continue to provide pedestrian access around the site.

Bicycle racks are proposed to be located in the parking lot adjacent to Adams Street as required by Municipal Code Section 17.124.060 (H).

Landscaping. The applicant proposes to install two planter areas along Adams Street one on each side of the driveway. Planters are proposed to contain 24-in. box trees and shrubs as well as trellised plantings to assist in screening the parking lot. Other shrubs would be planted in the parking area and at the main project entrance. Plant material would largely be native, drought tolerant species.

One street tree is proposed to be planted along Main Street to match existing plantings.

Signs and lighting. Project signage is not proposed at this time. Future signs would be constructed to identify future individual tenants within the commercial portion of the complex. The number, type, location and design of future signs will be subject to the City's sign ordinance and use permit process.

Sustainable design features. The proposed project would incorporate on-site water re-use, water efficient landscaping and use of low-flow plumbing fixtures.

Utility services. Water service and wastewater service would continue to be provided to the project site by the City of St. Helena.

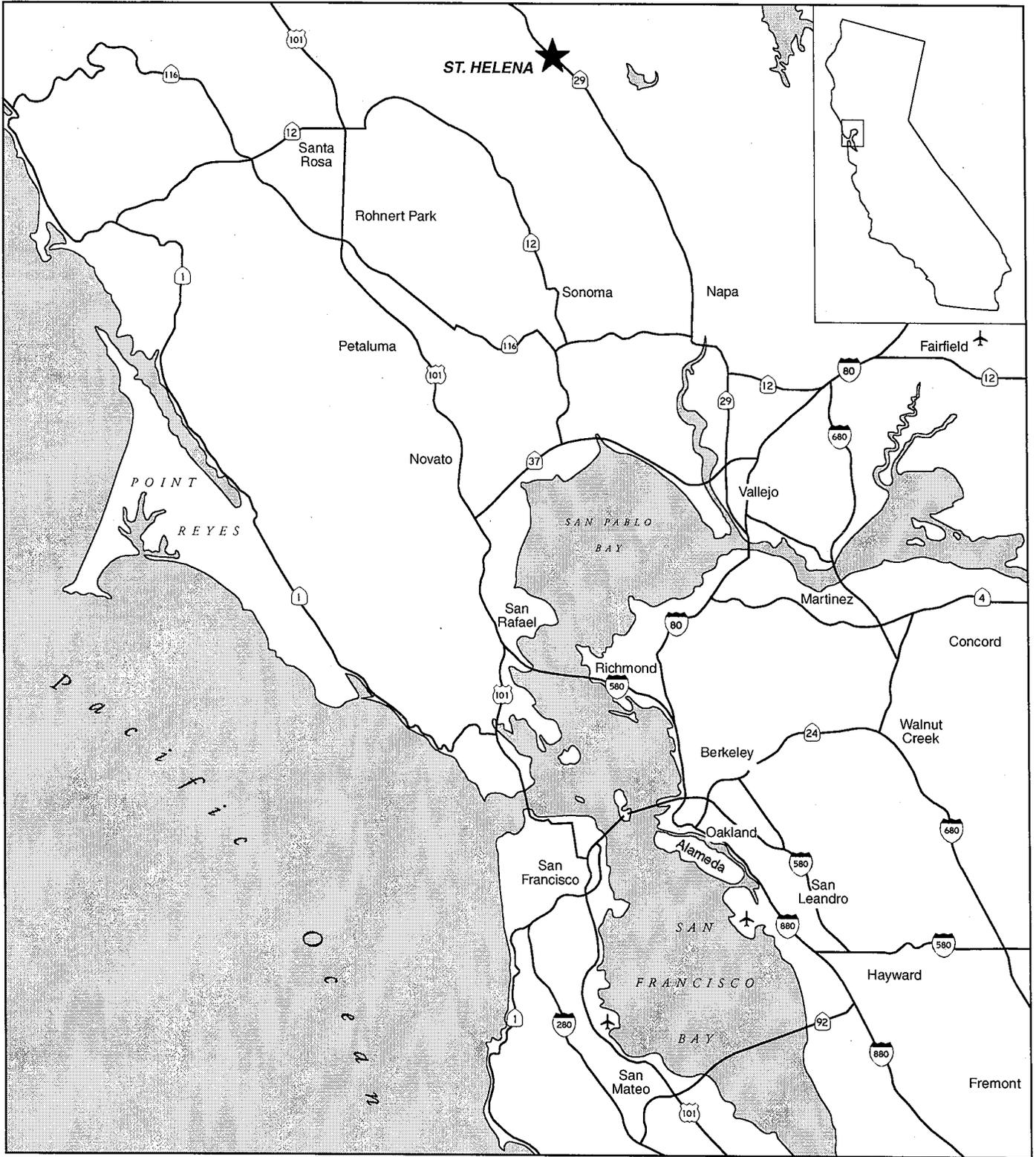
The project applicant will be required by the City to ensure that stormwater runoff is collected and transported off of the site in a manner consistent with City of St. Helena engineering standards and requirements. The project applicant will also be required to comply with City of St. Helena surface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

Proposed building relocation. The existing 500 square foot building located on the project site would be disassembled and relocated to Wappo Park. It would then be re-assembled and re-purposed as a historic service station to serve as the restroom facility for the park. **Exhibit 5** shows the proposed location of the building within the park and **Exhibit 6** is the project architect's design of the re-purposed building.

Requested land use approvals. Implementation of the proposed project will require approval of Design Review by the St. Helena Planning Commission. The scope of Design Review includes exterior design, building materials, colors, landscaping, lighting, signs and similar features.

Future Use Permits may be required for individual occupancies and signs as required by the Central Business zoning district, although a use permit is not required to construct the proposed building.

The City of St. Helena will need to approve the relocation of the existing auto service building to Wappo Park since the park is a City owned facility.

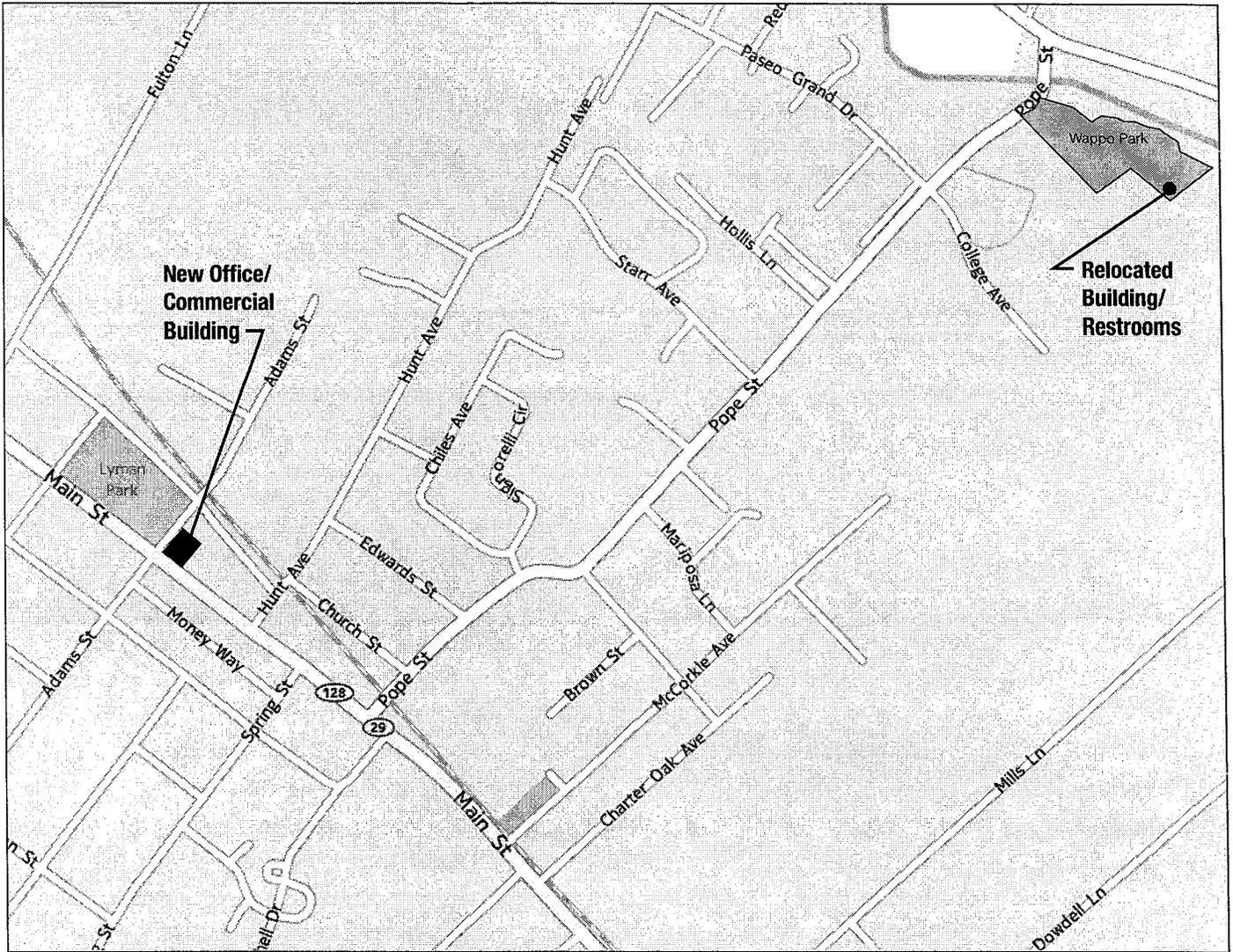


Blue OX Associates, Berkeley, California 2-14-2014

**CITY OF ST. HELENA
1380 MAIN STREET PROJECT
INITIAL STUDY**



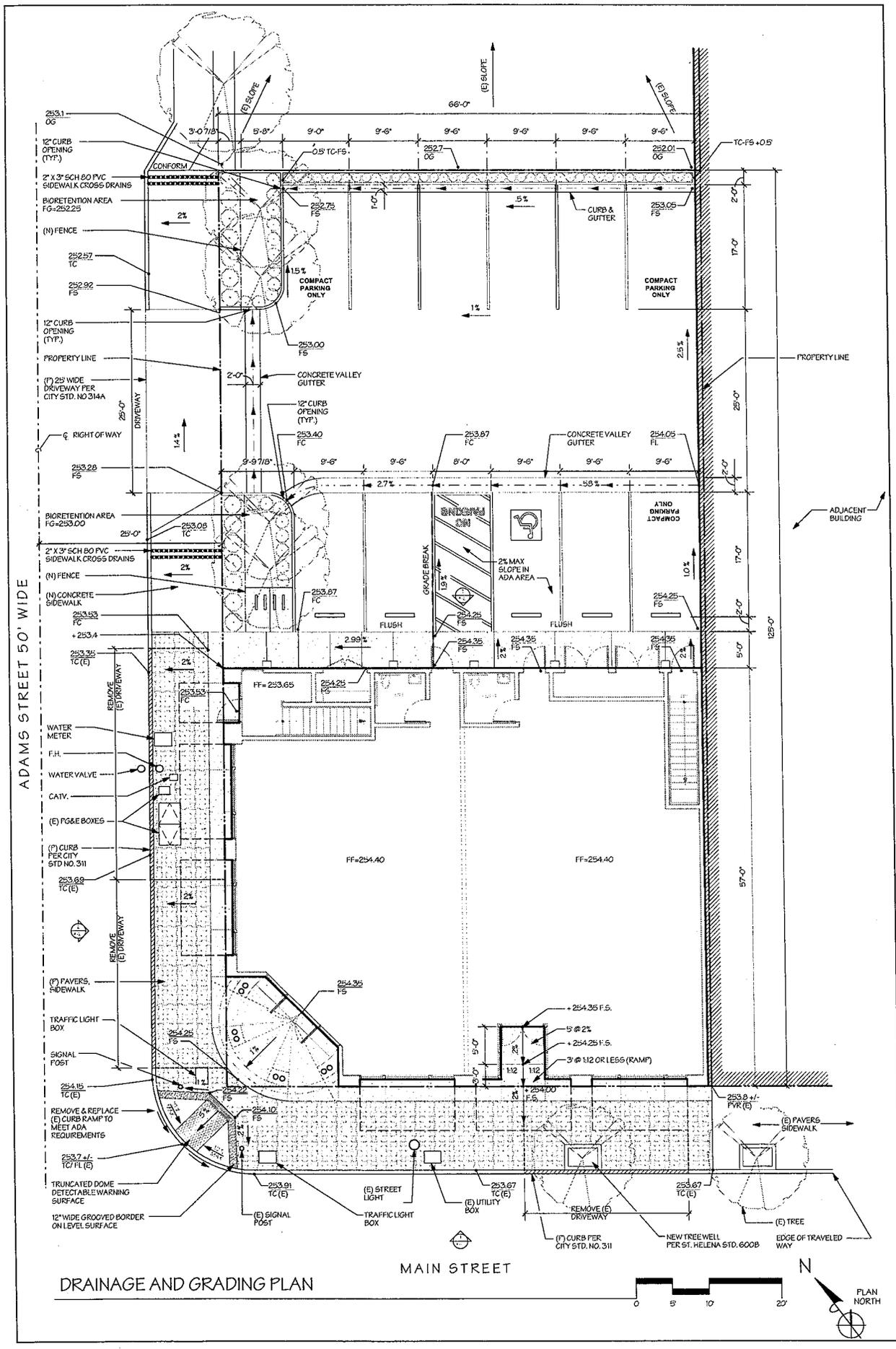
**Exhibit 1
REGIONAL LOCATION**



**Exhibit 3
SITE PLAN**

**CITY OF DUBLIN
FALLON SPORTS PARK PHASE II
INITIAL STUDY**

SOURCE: Miraglio Architecture and Design (26 July 2012).



DRAINAGE AND GRADING PLAN

MAIN STREET

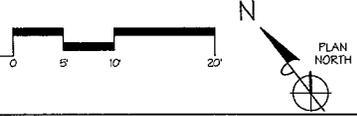


Exhibit 4
PHOTOSIMULATION OF PROPOSED BUILDING

SOURCE:
 Miroglio Architecture and Design
 (26 July 2012).



3 PHOTOMONTAGE OF PROJECT IN MAIN STREET FACADE CONTEXT
 N.T.S.



1 VIEW TO PROJECT FROM MAIN STREET (SOME TREES SHOWN AS WIREFRAME FOR CLARITY)
 N.T.S.



2 VIEW FROM CORNER OF MAIN STREET AND ADAMS STREET
 N.T.S.



SOURCE: Miroglio Architecture and Design (26 July 2012).

**CITY OF ST. HELENA
1380 MAIN STREET PROJECT
INITIAL STUDY**

**Exhibit 6
RENDERING OF PROPOSED
RECONSTRUCTED BUILDING**

- 1. Project description:** Removal of an existing 500 square foot auto service building and construction of a two-story 5,689 square foot office and commercial building with an associated parking lot, landscaping, and lighting. The existing building would be relocated to Wappo Park and reconstructed to serve as park restrooms.
- 2. Lead agency:** City of St. Helena
- 3. Contact person:** Greg Desmond
Interim Planning Director
(707) 967 2792
- 4. Project locations:** The primary project site is located on the southeast corner of Main Street (State Highway 29) and Adams Street in Downtown St. Helena, 1380 Main Street. Wappo Park is located west of the Napa River and south of Pope Street.
- 5. Project sponsor:** Gary and Roberta Menegon
1812 Spring Mountain Court
St. Helena, CA 94574
(707) 963 2720
- 6. General Plan designation:** Central Business
- 7. Zoning:** Central Business
- 8. Other potential public agency required approvals:**
- Issuance of building permits (City of St. Helena);
 - Issuance of encroachment permits (City of St. Helena); and
 - Issuance of encroachment permit (Caltrans)

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

X	Aesthetics	-	Agricultural & Forestry Resources	-	Air Quality/Greenhouse Gas Emissions
	Biological Resources	X	Cultural Resources	X	Geology/Soils
X	Hazards and Hazardous Materials	-	Hydrology/Water Quality	-	Land Use & Planning
-	Mineral Resources	X	Noise	-	Population/Housing
--	Public Services	-	Recreation	-	Transportation/Circulation
X	Utilities/Service Systems	-	Mandatory Findings of Significance		

Determination (to be completed by Lead Agency):

On the basis of this initial evaluation:

 I find that the proposed project **could not** have a significant effect on the environment and the previous **Negative Declaration** certified for this project by the City of St. Helena adequately addresses potential impacts.

 X 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 the mitigation measures described on an attached sheet have been added to the project. A **Mitigated Negative Declaration** will be prepared.

 I find that although the proposed project **may** have a significant effect on the environment, but at least one or more effects 1) have been adequately analyzed in an earlier environmental document pursuant to applicable legal standards, and 2) have been addressed by mitigation measures based on earlier analysis as described on the attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **Environmental Impact Report** is required, but must only analyze the effects that remain to be addressed as identified in this Initial Study.

 I find that the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards,

and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: Greg Desmond (GD)

Date: 4/2/14

Printed Name: Greg Desmond (GD)

For: City of St. Helena.

Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors as well as general factors (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less-than-Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section 17, "Earlier Analysis," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D). The checklist will include a response "no new impact" in these circumstances. In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less-Than-Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
- 8) This is a suggested form and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each agency should identify the significance criteria or threshold, if any, used to evaluate each question and the mitigation measures identified, if any, to reduce the impact to a less than significant level.

Environmental Impacts (Note: Source of determination listed in parenthesis. See listing of sources used to determine each potential impact at the end of the checklist)

Note: A full discussion of each item is found following the checklist.

1. Aesthetics. *Would the project:*

- a) Have a substantial adverse effect on a scenic vista? (Source: 1, 6)
- b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 6)
- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Source: 6)
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 6)

2. Agricultural and Forestry Resources

Would the project:

- a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? (Source: 1, 6)
- b) Conflict with existing zoning for agriculture use, or a Williamson Act contract? (Source: 5)
- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to a non-agricultural use? (Source: 1, 6)
- d) Result in the loss of forest land or conversion of forest land to non-forest use? (6)
- e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to a non-agricultural use or conversion of forestland to a non-forest use? (6)

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
			X
			X
			X
	X		
			X
			X
			X
			X
			X

3. Air Quality (Where available, the significance criteria established by the applicable air quality management district may be relied on to make the following determinations). *Would the project:*

- a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: 1, 7)
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 1, 7)
- 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? (1, 7)
- d) Expose sensitive receptors to substantial pollutant concentrations? (Source: 2,5)
- e) Create objectionable odors affecting a substantial number of people? (Source: 6)

4. Biological Resources. *Would the project*

- a) Have a substantial adverse effect, either directly 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 Wildlife or the U.S. Fish and Wildlife Service?(Source: 1, 6)
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? (Source: 1, 6)

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
			X
		X	
			X
		X	
		X	
			X
			X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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? (Source: Source: 1, 6)				X
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? (Source: 2, 3,4)				X
e) Conflict with any local policies or ordinances protecting biological resources, such as tree protection ordinances? (Source: 1, 6, 7)				X
f) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan? (Source: 1, 6)				X
5. Cultural Resources. Would the project				
a) Cause a substantial adverse impact in the significance of a historical resource as defined in Sec. 15064.5? (Source: 3)		X		
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to Sec. 15064.5 (Source: 3)		X		
c) Directly or indirectly destroy a unique paleontological resource, site or unique geologic feature? (Source: 3)		X		
d) Disturb any human remains, including those interred outside of a formal cemetery? (1)		X		
6. Geology and Soils. Would the project				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault (Source: 2)				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
ii) Strong seismic ground shaking (2)			X	
iii) Seismic-related ground failure, including liquefaction? (2)			X	X
iv) Landslides? (2)				X
b) Result in substantial soil erosion or the loss of topsoil? (Source: 2)			X	
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 similar hazards (Source: 2)			X	
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? (Source: 2)			X	
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? (Source: 1, 7)				X
7. Greenhouse Gas Emissions. <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: 1, 7)			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source 1, 7)			X	
8. Hazards and Hazardous Materials. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials (Source: 1, 6)			X	
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? (Source: 1, 6)		X		
c) Emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: 1, 6)				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Sec. 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Source: 7)				X
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 of public use airport, would the project result in a safety hazard for people residing or working in the project area? (Source: 1, 6)				X
f) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Source: 1, 6)				X
g) Impair implementation of or physically interfere with the adopted emergency response plan or emergency evacuation plan? (Source: 1)				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Source: 6)				X
9. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements? (Source: 5)				X
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 existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (5)				X
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? (Source: 5, 6)			X	

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or areas, 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? (Source: 5, 6)				X
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? (Source: 5, 6)				X
f) Otherwise substantially degrade water quality? (Source: 5, 6)				X
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 delineation map? (Source: 7)				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: 57)			X	
i) Expose people or structures to a significant risk of loss, injury, and death involving flooding, including flooding as a result of the failure of a levee or dam? (5)			X	
j) Inundation by seiche, tsunami or mudflow? (5)				X
10. Land Use and Planning. Would the project:				
a) Physically divide an established community? (Source: 1, 6)				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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Source: 1)				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (5)				X
11. 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? (Source: 1)				X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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? (Source: 1)				X
12. Noise. Would the proposal 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? (1, 6)			X	
b) Exposure of persons or to generation of excessive groundborne vibration or groundborne noise levels? (Source: 1, 5, 7)				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the project? (5, 6)			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (5)		X		
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 expose people residing or working in the project area to excessive noise levels? (1)				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? (Source: 1)				X
13. Population and Housing. Would the project				
a) Induce substantial population growth in an area, either directly or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1, 6)				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (6)				X
c) Displace substantial numbers of people, necessitating the construction of replacement of housing elsewhere? (Source: 6)				X

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
			X
			X
			X
			X
			X
			X
		X	
			X
		X	
		X	

14. Public Services. Would the proposal:

a) 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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services? (Sources: 5)

- Fire protection
- Police protection
- Schools
- Parks
- Other public facilities
- Solid Waste

15. Recreation:

a) Would the project increase the use of existing neighborhood and regional parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Source: 5)

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Source: 5)

16. Transportation and Traffic. 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 all 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? (4)

b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways? (4)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? (4)				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses, such as farm equipment? (4)				X
e) Result in inadequate emergency access? (5)				X
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance of safety of such facilities? (5)				X
17. Utilities and Service Systems. <i>Would the project</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (5)			X	
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? (5)		X		
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? (5)				X
d) Have sufficient water supplies available to serve the project from existing water entitlements and resources, or are new or expanded entitlements needed? (5)		X		
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 providers existing commitments? (5)			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (5)			X	
g) Comply with federal, state and local statutes and regulations related to solid waste? (X

Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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, substantially reduce the number of 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?		X	
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).			X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

18. Mandatory Findings of Significance.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of 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?
- 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).
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Sources used to determine potential environmental impacts

1. 1993 General Plan
2. Draft 2010 General Plan
3. Page & Turnbull Historic Analysis (2007)
4. Crane Transportation Group Traffic Analysis (2012)
5. Discussion with City staff or service provider
6. Site Visit
7. Other Source

XVII. Earlier Analyses

a) **Earlier analyses used.** Identify earlier analyses and state where they are available for review.

None have been used in the course of preparing this Initial Study.

Attachment to Initial Study

Discussion of Checklist

1. Aesthetics

Environmental Setting

The Main Street project site has been developed with a small building currently used as an auto smog check station. The eastern portion of the site is a paved vehicle parking lot. No City parks, playgrounds or other public gathering places exist on this site.

The site is located in downtown St. Helena and no significant natural features, such as trees or rock outcroppings, are present on the site.

St. Helena Main Street is designated as a National Register Historic District and the existing building at 1380 Main Street has been identified as a contributor to the District (see discussion in the Cultural Resource section of this Initial Study).

The Wappo Park site is within a City Park, but is currently underutilized and contains no significant natural features.

No state-designated scenic highways are located in Napa County (http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm).

Project Impacts

- a) *Have a substantial adverse impact on a scenic vista?* No Impact. No parks, playgrounds, scenic vistas or other public gathering places are located on the Main Street site. The proposed relocation of the existing building would add a structure within Wappo Park, but the small size of the structure (approximately 500 square feet) would not block a scenic vista. No impacts would occur with respect to this topic.
- b) *Substantially damage scenic resources, including state scenic highway?* No Impact. No state highways are located adjacent to either site and no scenic resources exist on either site. No impacts would result with respect to this topic.
- c) *Substantially degrade existing visual character or the quality of the site?* No Impact. The Main Street site is currently developed with an automobile service building and surface parking lot. The proposed replacement building would generally be of the same type, design and character of surrounding buildings in the historic downtown St. Helena downtown area.

The proposed relocated restroom building would have a historic design theme and would generally blend in with proposed future improvements for Wappo Park.

There would therefore be no degradation of the visual character or quality of either site and no impact would occur with respect to this topic.

- d) *Create light or glare?* Less-than-Significant Impact with Mitigation. The applicant proposes new sources of lights as part of the Main Street portion of the project, which could include building-mounted lights and parking lot lights. Unless properly mitigated, new lights could result in a significant amount of light and glare off of the site and onto adjacent streets and properties. The proposed restrooms could represent the only source of light within the park. The addition of these new sources of light would be a significant impact. Adherence to the following measure for both project components will reduce lighting impacts to a less-than-significant level.

Mitigation Measure AES-1. Lighting associated with the project shall comply with the following:

- a) **Exterior lighting shall be equipped with cut-off lenses and appropriate shields to minimize off-site light and glare from the site.**
- b) **Exterior lights shall be equipped with timing devices to turn off excessive night lighting, except for needed security lighting.**
- c) **The final lighting plan shall be approved by the St. Helena Police Department to ensure that adequate light is provided for security purposes while minimizing off-site light and glare.**

The proposed Main Street building would have large expanses of glass windows along the Main Street and Adams Street frontages. During certain times of the year and times of day, there could be excessive glare from windows resulting in a significant impact. Adherence to the following measure will ensure this impact will be less-than-significant.

Mitigation Measure AES-2. All window glass shall be non-reflective.

2. Agricultural and Forestry Resources

Environmental Setting

The Main Street project site is developed for an urban land use and is not used for agricultural production. The site is not zoned for agricultural uses. No Williamson Act contracts exist on the site. The Wappo Park site is largely vacant and a portion of the site have been developed as a municipal park.

No forests or stands of timber exist on either site or on any adjacent properties.

Project Impacts

- a,c) *Convert prime farmland to a non-agricultural use or involve other changes which could result in conversion of farmland to a non-agricultural use?* No Impact. Neither project

site is used or zoned for agriculture uses and no impacts would result with respect to this topic should the project be approved and constructed.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* No Impact. No Williamson Act contract exist on either site and no impact would result with respect to this topic.
- d) *Result in the loss of forest land or conversion of forest land to a non-forest use?* No Impact. No forest land exists on either of the project sites, therefore, no impact would result with respect to this topic.
- e) *Involve other changes which, due to their location or nature, could result in the conversion of forest land to a non-forest use?* See item "d," above.

3. Air Quality

Environmental Setting

The City of St. Helena has a Mediterranean climate. with hot summers and fall seasons and cooler temperatures with rain during the winter and spring. According to the California Air Resources Board (CARB), no major air pollutants are present in the community, with the exception of pollution caused by local and regional vehicular traffic.

Project Impacts

- a) *Would the project conflict or obstruct implementation of an air quality plan?* No Impact. The proposed Main Street project component is consistent with the General Plan land use designation of "Central Business" for the site. Since the St. Helena General Plan has been used as the basis of the regional Clean Air Plan air quality strategies, there would be no conflict with the Clean Air Plan. The proposed Wappo Park restroom building would be consistent with the City's General Plan for a park in this location. There would be no impacts with respect to this topic.
- b) *Would the project violate any air quality standards?* Less-than-Significant Impact. In terms of operational impacts of the proposed office building, the primary contributor to air pollutants is vehicle trips to and from the site. As noted in Section 16 of this Initial Study, Transportation and Circulation, the proposed commercial building would generate an estimated seven (7) additional p.m. peak hour trips from the number of trips currently generated by the existing use. The additional number of trips would not be a significant number that would generate a significant amount of air pollutants. In addition, the commercial building would not include extended periods of idling automobiles being tested for air emissions. Operational air quality impacts would therefore be less-than-significant.

In terms of construction period impacts, re-grading of the site, trenching for new utility lines and removing the existing building could release dust and debris into the atmosphere, potentially exceeding Bay Area Air Quality Management District (BAAQMD) construction air quality standards. Adherence to standard City of St.

Helena construction requirements to water grading sites and to minimize tracking of material onto adjacent City streets will ensure this impact will be less-than-significant.

The proposed restroom facility at Wappo Park would not generate a significant number of new trips. No impact would result in terms of exceeding any air quality standard for this portion of the project.

- c) *Would the project result in cumulatively considerable air pollutants?* No Impact. For the reasons noted in "a," the project would not contribute to emissions exceeding the most recent BAAQMD significance thresholds.
- d,e) *Expose sensitive receptors to significant pollutant concentrations or create objectionable odors?* Less-than-Significant Impact. No sensitive receptors are located on or adjacent to the Main Street project site so that no impacts would occur with respect to this topic. Proposed uses on the site would include offices and commercial uses. Although potential future restaurant uses on the site could generate cooking odors into the atmosphere adherence to Napa County environmental health standards will ensure that any future release of cooking or similar odors would be less-than-significant.

Although new restrooms would be constructed in Wappo Park, which is near the St. Helena campus of Napa Valley College, construction of the facility consistent with the California Building Code that requires proper venting will ensure that no impact would result with respect to emission of significant odors.

4. Biological Resources

Environmental Setting

The site on the southeast corner of Main Street and Adams Street is developed with an auto service building and a paved parking lot. The Wappo Park site, the proposed location of the relocated auto service building, is vacant.

The Main Street site contains no special-status species, stands of trees, wetlands or riparian habitat. The Wappo Park site is located west of the Napa River, but is located more than 200 feet from any wetlands or riparian habitat within and adjacent to the River. The Wappo Park site does not contain any stands of trees or special-status species.

Project Impacts

- a) *Have a substantial adverse impact on a candidate, sensitive, or special-status species?*
No Impact. The 1380 Main Street site is located on the northern edge of Downtown St. Helena and is fully developed with buildings and a paved parking lot. The site of the proposed auto service building relocation to Wappo park is undeveloped and contains no vegetation. No impacts to candidate, sensitive or special-status plant or wildlife species or their respective habitats are therefore anticipated.

- b, c) *Have a substantial adverse impact on riparian habitat or federally protected wetlands?* No Impact. No wetlands, riparian habitat or other waters are present on the Main Street site. Although Wappo Park is located adjacent to the Napa River, the proposed relocation site is located more than 200 feet from the River and any riparian habitat. No impact would occur with respect to this topic.
- d) *Interfere with movement of native fish or wildlife species?* No Impact. The Main Street site is located within a highly urbanized area of St. Helena. The relocated and reconstructed building on the Wappo Park site would involve approximately 1,000 square feet of disturbed area. The possibility of wildlife species or native fish using either site as a corridor is considered low and no impact would occur with respect to this topic
- e, f) *Conflict with local policies or ordinances protecting biological resources or any adopted Habitat Conservation Plans or Natural Community Conservation Plans?* No Impact. Neither site is located within a Habitat Conservation Plan area or a Natural Community Conservation Plan area (source: Greg Desmond, City of St. Helena. 1/23/14).

5. Cultural Resources

Environmental Setting

Existing Smog Check Building. The following analysis is based on the document "Historic Resource Analysis, Main Street Service, 1380 Main Street, St. Helena California" dated November 8, 2007 prepared by Page & Turnbull, Inc. This report is hereby incorporated by reference into this Initial Study and is available for review at St. Helena City Hall during normal business hours.

The Page & Turnbull report notes that the building was constructed between the years of 1932 and 1937 and was used as a Shell Oil gasoline service station. The building is designed as a Moderne commercial building with a wood frame on a concrete slab foundation

Typically buildings over fifty years of age are eligible for listing as a historic resource on the National register of Historic Places (the National Register). Buildings less than fifty years of age may also qualify for listing on the National Register under certain conditions.

The four criteria used to determine edibility for National Register listing:

- *Criterion A.* Properties associated with events that have made a significant contribution to the broad patterns of history.
- *Criterion B.* Properties associated with the lives of persons significant in the past.

- *Criterion C.* Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possesses high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction.
- *Criterion D.* Properties that have yielded or may be likely to yield, information important to prehistory or history.

A resource can be considered significant based on national, state or a local level to American history, architecture, archeology, engineering or culture.

The Page & Turnbull report (page 4) concludes that the existing building at 1380 Main Street “is a contributor to the St. Helena Historic Commercial District, a National Register Historic District. The District is made up of Main Street between Adams Street and Spring Streets. The District is significant for its Design/Construction as a group of buildings which represents the development of St. Helena from 1870 to after the end of World War II.”

Page 4 of the report also finds that “the gas station is part of the final phase of construction which included two trends: the replacement of earlier buildings with more modern structures that relied on historic styles and façade modernization. The gas station is an exception to the typical architectural development during this period since it is designed in a style from the period and is setback from the street.”

Page & Turnbull found that existing building at 1380 Main Street is a locally significant historic resource under Criterion A and C listed above. Also see Attachment 1 to this Initial Study, which is the listing of the 1380 Main Street building on the National Register as published by the U. S. Department of the Interior.

Proposed building restoration. The project applicants have submitted a letter to the City dated November 25, 2013 that includes the following steps to be taken to minimize impacts of the proposed commercial building construction at 1380 Main Street on the existing historic auto service building.

1. *Relocation and Reconstruction of the building.* The applicant will move the existing auto service building at 1380 Main Street to the Wappo Park site identified in the Project description section of this Initial Study. The building will be repurposed to serve as the public restrooms for the park. The applicant will bear the costs for building moving, renovation to City and State standards for public restrooms and for necessary utility connections.
2. *Recordation of the existing building.* The applicant will undertake a photographic and architectural drawing documentation of the exiting building according to Section 15126.4 (b) (2) of CEQA Guidelines (Title 2 of the Calif. Code of Regulations). Copies of the completed documentation shall be provided to the City of St. Helena, the St. Helena Historical Society and the California Historic Resources Information System (CHRIS), which, locally, is the Northwest Information Center at Sonoma State University.

3. *Exhibition.* The applicant will create a permanent exhibition for 1380 Main Street that would include a permanent display within the repurposed service station (restrooms at Wappo Park) that would contain historic building photos, architectural plans and a sign program.
4. *Commemorative plaque.* A commemorative plaque identifying the previous use of the building and a brief synopsis of its history will be installed on the repurposed building at Wappo Park.

Prehistoric, archeological and paleontological resources. Since the City of St. Helena is located near the Napa River, the potential for encountering prehistoric, archeological, paleontological and other cultural resources in the area is moderate to high.

Project Impacts

- a) *Cause substantial adverse change to significant historic resources?* Less-than-Significant with Mitigation. The existing building on the Main Street site has been deemed to be historic. Removing the building from the existing site on Main Street to the Wappo Park site and completion of the other steps to preserve the integrity of building by the applicant as listed above would mitigate impacts to the historic building. The Page & Turnbull 2007 report concludes "although [the relocated] building would lack integrity of location and have a diminished integrity of setting, the other aspects of integrity would be retained." (p. 9) . The report further notes on page 9 that although a new construction would be required for relocation, require a new foundation, a building foundation is not a character-defining feature of this building. The Page & Turnbull report further recommends that relocation site should be similar to the existing historic site, preferably along Main Street, set back from a street, surrounded by parking and on a site that would allow a view of the entire building. The applicant's state that no such suitable site exists along Main Street and the proposed Wappo Park site would allow a few view of the building in a public location.

In order to ensure that the applicant's preservation program is fully implemented and this impact reduced to a less-than-significant level, the applicant shall adhere to the following measure:

Mitigation Measure CULT-1. Prior to removal of the existing building on the Main Street site, the applicant will deposit a bond with the City of St. Helena to ensure that the building will be safely moved to Wappo Park and repurposed as proposed. The amount of the bond shall include the costs for moving the building, rebuilding per the applicant's plans and to appropriate local and state standards, site grading (if needed), utility connections and other related improvements. The bond shall be based on estimated prepared by a civil engineer and an architectural historian with experience in relocating historic buildings. Once the building has been relocated, repurposed and accepted by the City, the bond shall be exonerated.

The potential removal of the service station would result in a less-than-significant impact with respect to the remainder of the downtown St. Helena historic district. The existing auto service building is located at the northern edge of the district and the building is in a deteriorated condition. The proposed commercial building has been designed to blend in with other buildings in the downtown due to its proposed location adjacent to the main Street sidewalk, use of historically compatible materials and overall design to reflect historic designs in the downtown.

- b, c) *Cause a substantial adverse impact or destruction to archeological or paleontological resources?* Less-than-Significant with Mitigation. Based on previous projects in St. Helena, including but not limited to the Napa River Flood Protection project, there is a moderate to high probability of uncovering buried cultural resources during grading, trenching and other ground disturbing activities. Uncovering such resources could result in damage to such resources and this would be a significant impact. Adherence to the following measure will reduce this impact to a less-than significant level.

Mitigation Measure CULT-2. The project applicant and project contractor shall adhere to the following requirements. These requirements shall be included in grading plans and specifications.

- a) **An archeological monitor shall be present at both project sites during grading, trenching and all other ground disturbing activities. If cultural artifacts, including archeological, historical or paleontological resources are uncovered, work within a 50 foot radius of the find shall be halted and item "b" shall be followed.**
- b) **The cultural artifact shall be analyzed by a qualified archeologist or paleontologist (as appropriate) in accordance with State CEQA Guidelines Section 15064 (f). If the resource does not qualify as significant, ground disturbing activities may resume. If the resource is found to be significant, it should be avoided. If avoidance is not feasible, steps consistent with CEQA Guidelines Section 15126.4 (b) shall be completed, including but not limited to documentation and data recovery. Upon completion of the assessment by the archeologist and/or paleontologist, a report shall be submitted to the City, the applicant and the Northwest Information Center. The project applicant shall fund and implement this measure in accordance with the State CEQA Guidelines and Public Resources Code Section 21083.2.**
- d) *Disturb any human remains, including those interred outside of a formal cemetery?* Less-than-Significant with Mitigation. The probability of encountering human remains during grading, trenching and ground disturbing activities is moderate to high, based on previous projects in St. Helena. Uncovering human remains would be a significant impact and would be reduced to a less-than-significant level by adherence to the following measure:

Mitigation Measure CULT-3. If human remains are uncovered during grading, trenching or other ground disturbing activity on either site, work within a 50-foot radius of the remain shall be halted and the architectural monitor shall immediately notify the Napa County Coroner and the St. Helena Police Department. If the remains are believed to be of Native American origin, the Native American Heritage Commission shall be notified. The Commission will then, in turn, appoint a Most Likely Descendant and this individual will work with the archeological monitor, City staff and project monitor to formulate a plan for appropriate treatment of the remains. After analysis, the remains and other associated artifacts shall be returned to the Most Likely Descendant for burial.

6. Geology and Soils

Environmental Setting

Geology and soils. The 2010 Draft General Plan EIR, although uncertified at this point, notes that several different soil types are present in St. Helena. The predominant soil types are moderately corrosive and are also moderately expansive and may result in shrink-swell damage to building foundations.

Landslide potential. Both sites are relatively flat as are surrounding properties. Minimal landslide potential exists.

Seismic hazard. The project area does not lie within an Earthquake Fault Zone (formerly Alquist-Priolo Special Studies Zone) as identified in 2010 Draft General Plan EIR. Major active faults in the region that influence earthquake susceptibility include the Rogers Creek, Maacma, Hunting Creek-Berryessa, Concord-Green Valley, West Napa and San Andreas.

Project Impacts

- a) *Expose people or structures to potential substantial adverse impacts, including loss, injury or death related to ground rupture, seismic ground shaking, ground failure, or landslides?* Less-than-Significant Impact. Although the project site is not located within an Earthquake Fault Zone (formerly Alquist-Priolo Zone), the potential for seismic ground shaking could be potentially significant based on the presence of major known faults in this portion of Napa County. As part of the normal and customary development review procedure, the City of St. Helena Building Division will require the project applicant to retain a geologist, engineering geologist or equivalent licensed professional to prepare a soils and geotechnical report for the project. The report shall contain detailed recommendations to ensure that site improvements will be designed and constructed to minimize the effects of seismic ground shaking, soil instability, liquefaction and similar soil based hazards. Adherence to the soils report design and construction recommendations will ensure that soil based hazards will be less-than-significant.

- b) *Is the site subject to substantial erosion and/or the loss of topsoil?* Less-than-Significant Impact. Construction of the proposed improvements on the project sites would modify the existing ground surface and could alter patterns of surface runoff and could result in a short-term increase in erosion and sedimentation caused by grading and other ground disturbing activities. As part of the normal and customary development review procedure, the City of St. Helena Public Works Department will require implementation of erosion control measures during grading, trenching and ground disturbing activities during the rainy period. With implementation of mandatory erosion control measures, potential impacts related to substantial erosion and loss of topsoil would be less-than-significant.
- c,d) *Is the site located on soil that is unstable or expansive or result in potential lateral spreading, liquefaction, landslide or collapse?* Less-than-Significant impact. As identified in subsection "a," above, the City of St. Helena will require the project developer to retain a geologist or other similar licensed professional to prepare a soils and geotechnical report to ensure that the project will be designed and constructed in such a manner so that soil hazards such as lateral spreading, liquefaction and other hazards will be less-than-significant.
- e) *Have soils incapable of supporting on-site septic tanks if sewers are not available?* No Impact. Proposed commercial development on both project sites would be connected to sanitary sewers provided by City of St. Helena, so there would be no impacts would occur with respect to septic systems.

7. Greenhouse Gas Emissions

Environmental Setting

Greenhouse gasses (GHGs) are gasses that trap heat in the earth's atmosphere and affect the earth's temperature. This is also known as the Greenhouse Effect. Elements and compounds that typically comprise carbon dioxide and water vapor but also include other compounds, such as methane, nitrous oxides and others.

Although still controversial, GHGs have been linked to such phenomenon as changes in the earth's temperature, weather patterns and sea levels.

The draft 2010 General Plan EIR, which is currently not certified by the City, notes that the City of St. Helena is developing and implementing plans to reduce the emissions of GHGs by more than 20 percent. The study also concluded that on a City-wide basis, the emissions of GHG's at build-out of the General Plan would not exceed Bay Area Air Quality Management District (BAAQMD) standards of emissions.

Project Impacts

- a,b) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* Less-than-Significant Impact. The size of the proposed Main Street project (up to 5,689

gross square feet) would fall well below the screening threshold for offices for GHG emissions. Table 3-1 contained in the most recent BAAQMD CEQA Guidelines (May 2011) has established a minimum size of 53,000 square feet for general office uses and 83,000 square feet for general commercial uses. For development projects that would be below these screening thresholds, a GHG impact for the project would be less-than-significant.

8. Hazards and Hazardous Materials

Environmental Setting

The Main Street site has been used for auto service uses since the mid-1930. Historic uses included a gasoline service station. The building is currently used as an automobile smog check station. Typically, service station uses are associated with soil and/or groundwater contamination from leaking gasoline, oil and other solvents.

Older buildings may also contain lead-based paints and asbestos building materials, both of which, in sufficient quantity, are considered significant

The project site is not located near any public or private airports or airfields.

Project Impacts

- a) *Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?* Less-than-significant Impact. The proposed project would not include the use, transport or storage of significant quantities of potentially hazardous materials since it would involve a commercial building. Normal and customary quantities of landscape chemicals and building maintenance materials would be kept on the site, but not a significant quantity. Such substances will be regulated by the City of St. Helena Fire Department and other state and federal regulations so that this impact would be less-than-significant.
- 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?* Less-than-Significant with Mitigation. Removal and relocation of the existing automobile service building could release lead based paint and asbestos containing materials into the atmosphere. This would be a significant impact. Adherence to the following will reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-1. Prior to removal of the existing building at 1380 Main Street, the applicant shall submit a Phase I Environmental Site Assessment report to the St. Helena Planning Department to determine the presence or absence of hazardous material on the site. If no such materials are found, no further action is required.

If the Phase I report identifies the possibility of the presence of soil, groundwater or building material contamination at levels above

generally recognized actionable levels as defined by the Napa County Department of Environmental Health, a work plan for remediation shall be prepared by a qualified environmental consulting firm to safely remove and dispose of contaminated material. Necessary permits and approvals shall be obtained from the City of St. Helena, Napa County Environmental Health Department or other agency. The work plan shall contain a worker health safety component. Building permits shall not be issued until necessary clearances are obtained for the site from appropriate environmental regulatory agencies.

- c) *Emit hazardous materials or handle hazardous materials or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* No impact. No schools are located or approved to be located within a one-quarter mile of the Main Street project site. Although two schools are located near the Wappo Park site (a Montessori private school and Napa Valley College campus), the restrooms would not use, generate or store any hazardous materials. No impact would result with respect to this topic.
- d) *Is the site listed as a hazardous materials site?* No impact. The project site is not listed on the State of California Department of Toxic Substances Control as an identified hazardous site as of January 24, 2014 (source: <http://www.envirostor.dtsc.ca.gov/public/search>). There is therefore no impact with respect to this topic.
- e,f) *Is the site located within an airport land use plan of a public airport or private airstrip?* No impact. No impact. Project sites are not located near any public or private airports or airfields. No impacts would result regarding this topic.
- g) *Interference with an emergency evacuation plan?* No impact. The proposed project would include the construction of a commercial building on private land and a restroom complex on a City park. No emergency evacuation plan would be affected since no roadways used for emergency evacuation would be blocked as a result of project construction. No impact would therefore result with respect to this topic.
- h) *Expose people and structures to a significant risk of loss, injury or death involving wildland fires or where residences are intermixed with wildlands?* No impact. The Main Street site is located in a substantially developed area of the community near the St. Helena Fire Department. No residential land uses would be constructed as part of the project. Neither project site is located in a wildland fire danger zone. The proposed relocation of the existing auto service building would be within a City park and would also not include residences. There would be no impact with respect to this topic.

9. Hydrology and Water Quality

Environmental Setting

Surface water. Major watercourses in the Napa planning area include the Napa River, York Creek in the northern portion of the community and Sulphur Creek in the southern portion of St. Helena

Surface water quality. The City of St. Helena enforces provisions of the Clean Water Act as applicable to new development projects. Development projects are required to use Best Management Practices to ensure that construction and post-construction phases of projects do not contribute polluted stormwater runoff to the local and regional drainage systems. Erosion control measures are required by the City during the rainy season of the year.

Storm drain systems. The City of St. Helena has constructed a series of underground storm drains within the community. After appropriate filtration, stormwater is transported to the Napa River.

Flooding. The Main Street site lies outside of a 100-year flood hazard area as mapped by the Federal Emergency Management Agency; however Wappo Park does lie in a 100-year flood hazard area (source: Debra Hight, City of St. Helena, 1/24/14).

Project Impacts

- a) *Violate any water quality standards or waste discharge requirements?* No Impact. Approval and construction of the proposed project would not violate any water quality standard, since the City's wastewater treatment and disposal systems are operating at or below the capacity permitted by the Regional Water Quality Control Board (source: City of St. Helena). No impacts are therefore anticipated with respect to this topic.

- b) *Substantially deplete groundwater recharge areas or lowering of water table?* No Impact. The 1380 Main Street site is currently fully covered with a paved parking lot or a building. Construction of the proposed project would reduce the amount of impervious surface on the site by providing landscaped planter areas, so there would be no impact with respect to depleting groundwater recharge areas.

Similarly, Mitigation Measure UTIL-1 (discussed below) requires the proposed Main Street project to be "water neutral" so that no significant additional use of City water will be required to serve the proposed building. The proposed restrooms would be equipped with low-flow toilet facilities and waterless urinals to minimize water use.

- c) *Substantially alter drainage patterns, including streambed courses such that substantial siltation or erosion would occur?* Less-than-Significant Impact. No new impervious surfaces would be added to the 1380 Main Street site to accommodate the new commercial building, a parking lot and related improvements. Existing drainage

patterns may be slightly modified to accommodate on the proposed development; however, such changes would be minor and less-than-significant.

The City of St. Helena Public Works Department will require, as a normal and customary development condition, that erosion control features are installed prior to the commencement of the annual rainy season. Compliance with these mandatory measures will ensure that potential impacts regarding erosion and siltation from the site are less-than-significant.

- d) *Substantially alter drainage patterns or result in flooding, either on or off the project site?* No Impact. The site is also fully covered with impervious surfaces (paving and buildings) so that stormwater currently runs off of the site. The proposed project would slightly decrease the amount of impervious surface on the site to provide landscaped planters. Overall, existing drainage patterns would not be substantially changed and no impact would occur with respect to this topic.
- e) *Create stormwater runoff that would exceed the capacity of drainage systems or add substantial amounts of polluted runoff?* No Impact. The amount of stormwater runoff from the Main Street site would decrease under the proposed project, since a small amount of paved, impervious surface would result. This is due to the proposed landscaped planters that would allow rainfall to percolate to the soil. In terms of polluted runoff, the City will require the applicant to install erosion control features to limit runoff of polluted stormwater during the construction phase of the project. The City will also require the project applicant to install and maintain permanent surface water quality components, including but not limited to bio-filters and mechanical water cleansing devices.
- f) *Substantially degrade water quality?* No Impact. This is a potentially significant issue and has been addressed above in items "a" and "e."
- g) *Place housing within a 100-year flood hazard area as mapped by a Flood Insurance Rate Map?* No Impact. The Main Street project site is not located within a 100-year flood hazard area and does not include a housing component. The proposed building relocation to Wappo Park does not include a housing component and would be approximately 500 square feet in size that would not impede or redirect floodwaters. No impacts would result with respect to this topic.
- h, i) *Place within a 100-year flood hazard boundary structures that impede or redirect flood flow, including dam failures?* No Impact. Neither project site lies within a dam failure inundation for St. Helena, as mapped by the Association of Bay Area Governments (source: <http://www.abag.ca.gov/cgi-bin/pickdamx.pl>).
- j) *Result in inundation by seiche, tsunami or mudflows?* No Impact. The project site is located well inland from San Francisco Bay or other major bodies of water to be impacted by a tsunami or seiche. No steeply sloping properties are located near either site that could deposit mudflows on the properties. No impacts would therefore result.

10. Land Use and Planning

Environmental Setting

The Main Street project site contains a 500-square foot auto service building and associated parking lot. The Wappo Park site, where the existing building would be relocated, contains no structures although other recreation improvements have been installed by the City.

Project Impacts

- a) *Physically divide an established community?* No Impact. Neither project would divide an existing community. The Main Street site is currently developed with an auto service use and parking lot. The proposed commercial building would be designed to be consistent with other existing buildings that are located near the sidewalk and would represent a continuation of commercial uses along Main Street in downtown St. Helena. The proposed relocated building would be located in an underutilized portion of Wappo Park on the east side of the community. No existing communities would be divided should the project be approved and implemented. No impacts would result with respect to this topic.
- b) *Conflict with any applicable land use plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental effect?* No Impact. No changes to the City General Plan, existing zoning or other City land use or environmental regulations are proposed for either project component and no impact would result with respect to this topic.
- c) *Conflict with a habitat conservation plan or natural community conservation plan?* No Impact. Refer to the Biological Resources section of this Initial Study.

11. Mineral Resources

Environmental Setting

The project site contains no known mineral resources. This is based on the existing 1993 St. Helena General Plan.

Project Impacts

- a, b) *Result in the loss of availability of regionally or locally significant mineral resources?* No Impact. The St. Helena General Plan does not indicate that significant deposits of minerals exist in the project area, so no impacts would occur.

12. Noise

Environmental Setting

The City defines “noise” as a sound or series of sounds that are intrusive, irritating, objectionable and/or disruptive to daily life. Noise is primarily a concern with regard to noise sensitive land uses such as residences, schools, churches and hospitals. Although noise is controlled around commercial, industrial and recreation uses, community noise levels rarely exceed maximum recommended levels for these uses.

The Public Health & Safety Element of the General Plan identifies traffic noise as the primary source of noise in the community. Other, secondary noise sources are identified as seasonal and intermittent.

The Element identifies the following noise exposure levels for commercial and office land uses. These standards are applicable to noise exposure for exterior spaces, such as decks and outdoor areas.

- Less than 65 decibels (dBA, either Ldn or CNEL scale) is completely compatible.
- 65 to 75 dBA are tentatively compatible, which means that noise could be of concern, but normal building practices will make the interior space noise level acceptable.
- Noise levels above 80 dBA are deemed normally incompatible.

No sensitive noise receptors exist near either of the two project sites. Sensitive noise receptors include hospitals, convalescent care facilities, schools and similar uses.

Project Impacts

a,c) *Would the project expose persons or generate noise levels in excess of standards established by the General Plan or other applicable standard or substantial increases in permanent in ambient noise levels?* Less-than-Significant Impact. Approval and construction of the proposed commercial building would generate permanent, long-term noise sources on the site in terms of automobile uses and mechanical noise, including but not limited to mechanical noise from heating and cooling equipment. There would also be increased noise from delivery vehicles if the building would be occupied by commercial uses.

In terms of interior noise impacts on future occupants of the commercial building, normal construction techniques required by the California Building Code is anticipated to reduce interior noise to noise levels consistent with City standards.

In terms of the potential substantial permanent increases of noise on surrounding land uses from increased activity on the Main Street, such increases are anticipated to be less-than-significant since the site is subject to existing noise from vehicles using the smog check operation and mechanical noise from the existing shop. Also, no sensitive noise receptors are present on or near the site that would be impacted by any small increase of noise. This impact would be less-than-significant.

- b) *Exposure of people to excessive groundborne vibration or groundborne noise levels?* No Impact. According to the project architect, the proposed commercial building would be constructed with a normal slab-on-grade type of construction. No pile driving or other operations proposed for project construction would generate significant amounts of groundborne vibration or groundborne noise (source: Joel Miroglio, MAD architects, 1/17/14).

The proposed reconstruction of the smog check building in Wappo Park is relatively small and would also require a standard slab foundation that would not generate vibration. No impact is therefore anticipated with respect to this topic.

- d) *Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?* Less-than-Significant with Mitigation. Short-term construction activities could exceed the City's exterior noise exposure levels on a short-term basis. This could result in a significant impact on surrounding uses and downtown activities. Adherence to the following measure will reduce this impact to a less-than-significant level.

Mitigation Measure NOISE-1. Prior to issuance of the first permit for the Main Street site, the applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustic consultant. The Management Plan shall detail proposed hours of construction activities (including delivery of materials and equipment maintenance), locating high-noise use of pneumatic equipment rather than diesel equipment, mandatory use of mufflers and on-site posting of a noise coordinator responsible for responding to local noise complaints with the authority of remedying activities not consistent with normal construction activities.

- e, f) *For a project located within an airport land use plan, would the project expose people to excessive noise levels?* No Impact. As noted in the Hazards and Hazardous Materials section of this Initial Study, neither project site is located within an airport land use plan. No impact would therefore result.

13. Population and Housing

Environmental Setting

The Main Street project site is currently occupied by an existing 500 square foot auto service structure. The Wappo Park portion of the site contains no structures.

Project Impacts

- a) *Induce substantial population growth in an area, either directly or indirectly?* No Impact. Approval of the proposed project would not induce, either directly or indirectly, population growth in St. Helena since no housing would be constructed and the amount of development on the Main Street site is consistent with the amount of development allowed under the General Plan. No impacts would occur.

- b,c) *Would the project displace substantial numbers of existing housing units or people?* No Impact. No residences exist on either site that would be removed to allow for the proposed project. No impacts would therefore result with respect to this project.

14. Public Services

Environmental Setting

The following provide essential services to the community:

- Fire Protection. Fire protection and emergency service is provided by the St. Helena Fire Department headquartered at 1500 Main Street. The Fire Department provides fire suppression, fire prevention, inspection, emergency medical and hazardous materials response.
- Police Protection: Police protection is provided by the St. Helena Police Department is located at St. Helena City Hall on Main Street.
- Schools. The St. Helena Unified School District provides K-12 public educational services for the community. The District operates four schools including a primary school, an elementary school, a middle school and a high school.
- Maintenance. Maintenance of streets, roads and other governmental facilities are the responsibility of the City of St. Helena.

Project Impacts

- a) *Fire protection?* No Impact. Approval and implementation of the proposed project could increase the number of fire and emergency medical calls for service that would need to be responded to by the St. Helena Fire Department. However, the Fire Department staff has indicated that the proposed project would not require construction of a new fire station or the expansion of an existing fire station to maintain the Department's level of service (source: Jim Capponi, St. Helena Fire Department, 1/26/14). There would therefore be no impacts with respect to fire service.
- b) *Police protection?* No Impact. Similar to fire protection, there could be a small increase in the number of calls from the site from the proposed project. However, based on discussions with the St. Helena Department, any such increase could be accommodated by the existing police headquarters without the need for any new or expanded facilities (source: Chief Jackie Rubin, 1/25/14). There would be no impacts with respect to this topic.
- c) *Schools?* No Impact. The project would not involve any residential dwellings that would accommodate school-aged children to impact local schools. No impact would therefore result.

- d) *Other governmental service, including maintenance of public facilities?* No Impact. Maintenance of public facilities would continue to be provided by the City of St. Helena with no impacts in regard to this topic. All public facilities constructed as part of the project will be required to meet City design standards to ensure that limited maintenance would be required.

15. Recreation

Environmental Setting

No neighborhood or community parks and/or recreation services or facilities exist on the Main Street project site. Restrooms are proposed within the City's Wappo Park, located on the south side of Pope Street and east of College Street. Wappo Park consists of approximately 6.26 acres of flat recreation area. The City recently installed picnic facilities, a dog park and a public trail through the park, partially funded by the State.

Project Impacts

- a) *Would the project increase the use of existing neighborhood or regional parks?* Less-than-Significant Impact. Approval and construction of the Main Street commercial building portion of the project would not significantly increase the use of nearby City parks, since it would not include a residential component that would use existing parks. Construction of restroom facilities could increase use of Wappo Park, but the amount of increased use is anticipated to be less-than-significant, since the presence of restrooms would not be a large people attractor to the park.
- b) *Does the project include recreational facilities or require the construction of recreational facilities?* No Impact. See item "a," above.

16. Transportation/Traffic

Environmental Setting

The Main Street project site is served by Main Street (State Route 29) and Adams Street. Railroad Avenue is located east of the site.

The Wappo Park site is indirectly accessed by Pope Street.

Public transportation in St. Helena is provided by the Napa County Transportation Agency (NCTPA) that operated "The Vine" County-wide transportation system.

Project Impacts

- a,b) *Conflict with applicable plans related to the effectiveness of the circulation system, including all modes of travel, including intersections, streets, highways and other component or conflict with an applicable congestion management program, including level of service standards, travel demand measures and other applicable standards?* Less-than-Significant Impact. A recent transportation analysis of the proposed commercial project ("Trip Generation Comparison-Existing Smog Station, 1380 Main Street, St. Helena v. 5,500 Sq. Ft. Replacement Retail and Office Space Activity" dated

October 1, 2012 by Crane Transportation Group. This report is hereby incorporated by reference into this Initial Study and is available at St. Helena City Hall during normal business hours), found that the proposed replacement commercial building, at full occupancy, would generate an estimated 8 trips during the weekday a.m. peak period and 13 peak trips during the weekday p.m. period. The building would generate approximately 11 peak hour trips on a Saturday. The report concluded that the number of new peak hour trips from the building would remain at low levels, especially when existing trips from the existing smog shop were deducted from anticipated peak trips.

In terms of impacts of additional project traffic on local streets, the Crane report found that existing traffic flows on Main Street and Adams Street were at Level of Service C (LOS C), which is deemed to be an acceptable LOS under the Transportation Element of the General Plan. The addition of estimated project traffic would not reduce traffic flow in this location to an unacceptable level and a less-than-significant impact would occur.

The proposed restroom uses in Wappo Park are not anticipated to generate any significant vehicular traffic.

- c) *Change in air traffic patterns?* No Impact. The proposed project includes a mix of retail commercial, office and park restroom uses and the proposed project would have no impact on air traffic patterns.
- d) *Substantially increase hazards due to a design feature or incompatible use?* No Impact. Approval of the proposed Main Street project would reduce existing traffic circulation hazards by eliminating the existing Main Street driveway so that all vehicles entering and exiting the site would use Adams Street, which is less congested. No other impacts would occur with respect to design or safety features.
- e) *Result in inadequate emergency access?* No Impact. Vehicular access would be provided on Adams Street to ensure that adequate access can be provided for emergency responders. Building occupants could exit the building on Main Street, Adams Street or through the proposed parking area to the east of the building.

The proposed Wappo Park restrooms would be easily accessible on all four sides.

No impacts would result with respect to this topic.

- f) *Conflict with adopted policies, plans or programs regarding public transit, pedestrian facilities or otherwise decrease the performance or safety of such facilities?* No Impact. The proposed Main Street project would not block local bus stops, sidewalks or other non-automotive transportation modes. A bicycle parking area would be provided on site to encourage this type of transit. The Wappo Park restrooms would be accessed via walking or bicycle along the newly constructed public trail. No impacts would therefore result.

17. Utilities and Service Systems

Environmental Setting

The project sites are served by the following service providers:

- Water supply and distribution: City of St. Helena
- Wastewater collection and treatment: City of St. Helena.
- Storm drainage: City of St. Helena.
- Solid waste service: Upper Valley Disposal
- Electrical and natural gas power: Pacific Gas and Electric Co.

Project Impacts

- a) *Exceed wastewater treatment requirements of the RWQCB?* Less-than-Significant Impact. The proposed project would not change the General Plan land use designation or zoning on the site. According to the St. Helena Public Works Department, adequate wastewater collection, treatment and disposal exists to serve the proposed Main Street project, since, based on Mitigation Measure UTIL-1, there would be no increase in the amount of water required for this site above current usage. Therefore, waste discharge requirements of the Regional Water Quality Control Board would not be exceeded.

Proposed restroom facilities in Wappo Park would be equipped with a combination of low-flow toilets and waterless urinals to minimize water use (Greg Desmond, City of St. Helena, 1/29/14), so any increase in water use for this feature would be less-than-significant.

- b) *Require new water or wastewater treatment facilities or expansion of existing facilities?* Less-than-Significant with Mitigation. No new or expanded wastewater facilities would be required to serve either portion of the project. To ensure that no new or expanded water supplies are needed to serve the project, the following measure shall be implemented.

Mitigation Measure UTIL-1. The following water reduction measures shall be incorporated into the Main Street project.

- a) **The applicant shall retain a civil engineer or equivalent professional (as approved by the City) to develop a Water Conservation Plan. The Plan shall demonstrate how the 1380 Main Street project will use no more water than has been historically used on this site over the average of the past three years. Methods that could be employed to meet this goal could include use of low-flow and waterless urinals, harvesting and reuse of rainwater, retrofit of off-site plumbing fixtures, repair of the City's water distribution system to repair leaks and similar features. The Water Conservation Plan shall be approved**

- by the St. Helena Public Works Department prior to issuance of a building permit for project construction.
- b) **The Water Conservation Plan shall be implemented or bonded for prior to issuance of a Certificate of Occupancy.**

- c) *Require new storm drainage facilities?* No Impact. See Hydrology Section
- d) *Are sufficient water supplies available?* Less-than-Significant with Mitigation. See items "b," above
- e) *Adequate wastewater capacity to serve the proposed project?* See response to "a," above.
- e, f) *Solid waste disposal?* Less-than-Significant Impact. The project site is within the franchise area of Upper Valley Disposal that provides residential and commercial solid waste pick-up and recycling services. The amount of additional solid waste that would be generated by the proposed commercial building would likely be incrementally greater than currently generated by the existing use. This impact would be less-than-significant.
- g) *Comply with federal, state and local statutes and regulations related to solid waste?* No Impact. The existing service provider will ensure adherence to federal, state and local solid waste regulations. No impact would result.

17. Mandatory Findings of Significance

- a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* No. The project is located within an urbanized area and would not substantially reduce the habitat of rare or endangered plant, fish or wildlife species. With adherence to Mitigation Measure CULT-1, the project would not result in loss of important historic artifacts.
- 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).* No. No such cumulatively considerable impacts have been identified in this Initial Study.
- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* No. No such cumulatively considerable impacts have been identified in this Initial Study.

Initial Study Preparers

Jerry Haag, Urban Planner, project manager
Jane Maxwell, report graphics

Agencies and Organizations Consulted

The following agencies and organizations were contacted in the course of this Initial Study:

City of St. Helena

Gary Broad, City Manager
Greg Desmond, Interim Planning Director
Debra Hight, PE, Acting Public Works Director
Robert Pittman, Assistant City Attorney
Jackie Rubin, Police Chief
Jim Capponi, Fire Inspector

Applicant Representative

Joel Miroglio, MAD Architects

References

1993 General Plan Policy Document, City of St. Helena, 1993

California Environmental Quality Act, Air Quality Guidelines, Bay Area Air Quality Management District, May 2011

Cortese List, Cal EPA. January 2014

Historic Resource Analysis, Main Street Service, Page & Turnbull Inc., November 2007

St. Helena General Plan Update Program DEIR, SCH#2010042001, August 2010 (uncertified)

Trip Generation Comparison, Existing Smog Station at 1380 Main Street, St. Helena CA, Crane Transportation Group, October 2012.

Attachment 1- Excerpt from National Register of Historic Places

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7
St. Helena Historic Commercial District

Page #19
Napa Co., CA

1380 Main Street

Contributing Building ca. 1937

This small, single-story prefabricated gas station is a modest example of Streamline design. It has a square plan that is truncated in front. The other angles face the parcel lines. A banded parapet tops the building. A banded belt course extends in front to form the fascia for a flat-roofed canopy that covers the doorway and gas pumps. A low curved signboard tops the roof, which is supported by plain poles. On each side are vehicle openings. Rear walls have wide windows below the belt course. The building, a rare reminder of California's automobile culture before World War II, remains substantially unaltered and contributes to the historic character of the district.

1310 Oak Avenue

Contributing Building ca. 1905

This single-story building has a shed roof and low parapets on all but the southwest elevation. The construction material is native pitch-faced stone that is randomly coursed or uncoursed. The main entrance is recessed on the right side of the northwest elevation. Another doorway is on the southwest. The building, which is unornamented, originally served as a storage facility. The doors are probably recent. Nevertheless, the building remains essentially unaltered and contributes to the historic character of the district.

1321 -27 Railroad Avenue

Contributing Building ca. 1875

This stuccoed building has two sections that form an L-shaped plan. The section on the southeast has two stories and a front-facing gable roof with overhanging eaves supported by an ornamented collar beam and kingpost. Beneath the front gable are two multi-paned doors leading to small wrought-iron balconies. Windows on the first floor are square-shaped. Those on the south elevation are narrower. The northwestern section has a side-facing gable roof and overhanging eaves. A recessed entry is on the right of the front elevation. Windows like those elsewhere on the first story appear to the left. The two-section has housed a dining establishment for over a century. It may have received its stucco finish and new windows when the lower section was added around 1925. The