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**PLANNING COMMISSION STAFF REPORT
 OCTOBER 17, 2024**

AGENDA ITEM 7.A File No. PL22-0120 **THE GRANGE ZONING TEXT AMENDMENT**

I. GENERAL INFORMATION

PROJECT SUMMARY: An application for a Zoning Amendment, Use Permit, and Design Review Permit establishing the use and standards for a glamping campground, and authorizing construction of a glamping campground with five (5) permanent buildings, up to 100 glamping units, and recreational activity space.

LOCATION OF PROPERTY: West Side of Silverado Trail Between Hagen Road & Stonecrest Drive
 APN: 052-010-011

GENERAL PLAN: Very Low Density Residential

ZONING: Single-Family Residential (RS 40), Floodplain Management Overlay (FP), Traffic Impact Overlay (TI)

APPLICANT/ OWNER: Parry Murray Phone: (505) 977-0609
 1055 Hedgeside Drive
 Napa, CA 94558

AUTHORIZED AGENT: RSA+ Phone: (707) 252-3301
 Attn: Jeremy Sill
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STAFF PLANNER: Ryder Dilley, Associate Planner Email: rdilley@cityofnapa.org

ATTACHMENTS: ATCH 1 – Draft Resolution – Mitigated Negative Declaration
 ATCH 2 – Draft Ordinance
 ATCH 3 – Draft Resolution – Design Review Permit & Use Permit
 ATCH 4 – Project Description
 ATCH 5 – Project Plans
 ATCH 6 – Elevations and Renderings
 ATCH 7 – Airstream Specifications
 ATCH 8 – CEQA Initial Study/Mitigated Negative Declaration
 ATCH 9 – Public Comments

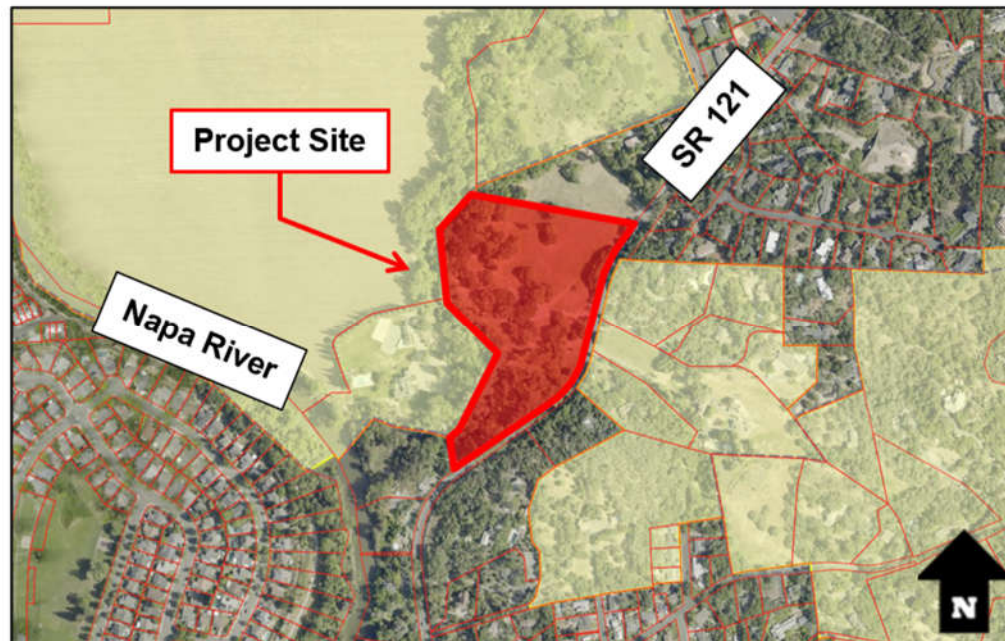
II. RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation to the City Council to (1) adopt a resolution, in substantially the form of Attachment 1 hereto, adopting a Mitigated Negative Declaration in accordance with the California Environmental Quality Act (“CEQA”) for the Project (as defined below); (2) adopt an ordinance, in substantially the form of Attachment 2 hereto, approving a Zoning Amendment to establish the use and standards for a glamping campground; and (3) adopt a resolution, in substantially the form of Attachment 3 hereto, rescinding Planning Commission Resolutions PC2018-17, PC2020-4, PC2022-6, and PC2024-07, and approving a Design Review Permit and a Use Permit to authorize construction and operation of a glamping campground with five permanent buildings, 100 glamping units, and recreational activity space.

III. EXECUTIVE SUMMARY

The Applicant, Parry Murray, requests a Zoning Amendment, Use Permit, and Design Review Permit authorizing construction and operation of a glamping campground with five (5) permanent buildings, up to 100 glamping units, and recreational activity space (Project) located on the west side of Silverado Trail between Hagen Road and Stonecrest Drive (APN 052-010-011), as shown in **Figure 1, Location Map**. A more detailed project description is provided below, along with the Applicant’s project description included as **Attachment 4, Project Description**.

FIGURE 1
Location Map



The proposed Zoning Amendment would amend Section 17.52.515 of the City of Napa Municipal Code (“NMC”) to establish the use and standards for a glamping campground, and a Design Review Permit and Use Permit would be for the design, site layout, and operation of the Project. Pursuant to NMC Section 17.66.030, amendments to zoning

regulations may be initiated by the action of the Community Development Director, Planning Commission or City Council. Subsequently, the Planning Commission and City Council shall each hold a public hearing on any proposed amendment to the zoning ordinance text.

If the Project is approved, the previously approved entitlements, and related extensions, on the site related to the Milliken Creek Tentative Parcel Map would be superseded.

IV. SITE CONTEXT AND HISTORY

The Project site is approximately 12.5 acres and is adjacent to and on the west side of SR-121/Silverado Trail between Stonecrest Drive and Hagen Road. The property is currently vacant and undeveloped. The site is bounded by rural residences to the north, SR-121/Silverado Trail and single-family residences to the east and south, and Milliken Creek and the Rural Urban Limit (“RUL”) to the west. There are also vineyards located to the east and to the west of the site across Milliken Creek. The vineyards to the west consist of unincorporated County land.

A. Prior Entitlements

The Applicant initially pursued subdividing the property into a four (4) lot tentative parcel map consistent with the previous land use designation of SFR-100, Single Family Residential, under the 1998 Napa General Plan. The original entitlements (“2018 Parcel Map”) were approved by the Planning Commission on May 17, 2018, and became effective on May 27, 2018 (after the 10-day appeal period), and would have expired on May 27, 2020. Subsequently, the Community Development Director approved a Parcel Map Amendment to modify conditions on September 4, 2019, the first extension was approved by the Planning Commission on February 20, 2020, and the second extension was approved by the Planning Commission on May 19, 2022,

Subsequent to the approval of the second extension in May of 2022, the Applicant requested a determination, pursuant to NMC Section 17.040.050, that a commercial campground was a substantially similar use to “clubs and lodges” or “recreation facilities” listed in NMC Section 17.08.020.B.2 as conditionally permitted within all residential districts. On August 4, 2022, the Planning Commission determined that a commercial campground was not a substantially similar use and recommended that the Applicant apply for a Zoning Amendment if the Applicant wished to develop such a use.

While processing the application for the current Project, the Applicant requested a third extension of the 2018 Parcel Map, which was approved by the Planning Commission on July 18, 2024, extending the expiration date to May 27, 2026.

If Council approves Attachment 3, Draft Resolution – Design Review Permit & Use Permit, the approvals would, as requested by the Applicant, rescind and supersede the previously approved Milliken Creek Tentative Parcel Map and Design Review Permit for the subdivision of the Project site into four (4) parcels (PL18-0005; Planning Commission Resolution R2018-17, approved by Planning Commission on May 17, 2018) and all approved extensions thereof.

B. Flood and Site Constraints

The Project site is located within the Floodplain Management Overlay (FP) Zone District. Development in a FP overlay zone must comply with the Floodplain Management regulations and be reviewed by the City’s Floodplain Administrator. As delineated in **Sheet No. UP3 of Attachment 5, Project Plans**, the western side of the Project site is within a regulatory floodway area and the eastern side is within a designated floodplain. As a result, the feasibility of residential development results in a net buildable area for residential development below the maximum allowable residential density prescribed in the 2040 Napa General Plan.

V. PROJECT DESCRIPTION

The Applicant requests a Zoning Amendment to amend Section 17.52.515 of the City of Napa Municipal Code (“NMC”) to establish the use and standards for a “glamping” campground, and a Design Review Permit and Use Permit to authorize construction and operation of a glamping campground with five (5) permanent buildings, 100 glamping units, and recreational activity space. The term “glamping campground” means that certain land use involving semi-permanent glamping units for rent in a campground setting.

As shown in **Attachment 5 and Attachment 6, Elevations and Renderings**, Building 1, the Main Office, would consist of guest check-in, gathering space, restrooms, a small market, and rear-facing patio bar, totaling approximately 4,418 square feet. Building 2, the Meeting Room, would provide approximately 1,440 square feet of indoor/outdoor meeting space. Buildings 1 and 2 would include an outdoor lounge area with a permanent deck (8,000 square feet) and pool area (3,500 square feet, including the pool and the pool deck). Buildings 3 through 5 would consist of back of house and administration/maintenance space, up to 640 square feet each.

The 100 glamping units could include a mix of teepees, yurts (i.e., canvas tents on platforms), and stationary camper trailers (see **Attachment 7, Airstream Specifications**). The Project would prohibit the use of personal travel trailers and recreational vehicles (RVs).

A. Zoning Text Amendment

As described in **Attachment 2, Draft Ordinance**, the Applicant proposes a zoning amendment to NMC Section 17.52.515 Vacation Rental Permits to establish the use and standards for a glamping campground at the Project site. The text amendment would authorize the “glamping campground” development as a conditional use for the Project site. The ordinance would also further define “glamping unit,” which would mean a lodging unit that is available for rent at the glamping campground and may include trailers, yurts, teepees, or other forms of accommodations that are designed for use as temporary living quarters.

The text amendment would apply only to the subject Project Site and would not create a new land use citywide. The text amendment sets forth standards applicable to the Project Site that include floor area ratio, open space, lighting, setbacks, and general operation. The purpose of the standards for the glamping campground would be to encourage the

safe and proper balance between maintaining natural features and resources including, but not limited to, outdoor space, trees, and vegetation, and new development, while incorporating safety measures within a site adjacent to a watercourse, to assure compatibility with neighboring land uses, and to promote family-oriented tourism and to serve visitors and residents of the Napa Valley.

B. Site Layout & Circulation

The Project site plan orients and places the permanent buildings and vehicular parking out of the floodway and towards the northeast end of the site closer to SR-121/Silverado Trail. Ingress and egress to the site is provided by a singular driveway allowing full access of left-in/right-in and left-out/right-out vehicular turning movements and direct access to both the buildings and the parking lot. The glamping units are placed around the boundaries of the site adjacent to a pervious drive aisle allowing emergency vehicles access to the glamping units. Placement of the units would avoid the riparian habitat. The recreational activity space would be oriented towards the center of the site. The plan also includes a separated sidewalk that extends from the north side of the site to the south to allow for a slight buffer between vehicular and pedestrian traffic.

C. Building Elevations

The primary façade of Building 1 orients towards the singular driveway as an initial introduction to the overall campsite with the amenities such as Building 2, meeting space, and the swimming pool connected via a covered walkway extending south and north. The buildings act as a partial barrier between the traffic along Silverado Trail, the parking lot and the natural habitat and programming of the campground. Functionally, the rear of Buildings 1 and 2 orient attention back into the site and utilize lounging areas as communal gathering opportunities.

All buildings, including the maintenance buildings, take on a contemporary agrarian form. The use of vertical engineered wood siding and a standing seam metal roof for Buildings 1 and 2 reflect the simple, functional forms of traditional barns and outbuildings in Napa Valley, making the design harmonious with the local landscape. Building 1 is approximately 22'-6" and Building 2 is approximately 25' in overall height. The three (3) back of house buildings will be constructed out of steel and will be no greater than 15'-0" in overall height. As the Applicant considers programming of the campground, which would include the choices in the fencing and landscaping, it would provide buffers between the individual campsites and the maintenance buildings and the road.

D. Glamping Units

The Project proposes up to 100 glamping units on-site. The exact mix of glamping unit types would be somewhat flexible and would be designed around the specific site relative to existing habitat and flood constraints; however, the Applicant provided **Attachment 7, Airstream Specifications**, showing an example of the unit type that would primarily be used on-site and is actively used by operators at other active glamping campgrounds in California and in other states. The Project would prohibit the use of personal travel trailers and recreational vehicles (RVs).

Each glamping unit type would be all-electric. The glamping units would be semi-permanent and provide for the ability to be moved seasonally out of the regulatory floodway and out of the regulatory floodplain should the campground need to be evacuated.

The typical campsite would include an outdoor grill to be used for cooking and socializing to emulate the traditional camping experience. Guests would only be allowed to burn “goodwood” material, which is a compressed wood product that burns with less spark and smoke than traditional wood. This goodwood would be offered to guests staying at the site, and guests would not be allowed to bring or use any off-site fire burning products to the Project site. Each campsite would also have an interior and exterior fire extinguisher as an added fire safety item. Further, the Project operator would prohibit fires on days where wood burning is banned as determined by the Bay Area Air Quality Management District as a condition of Project approval.

E. Recreational Activity Space

The recreational activity space would be located towards the center of the site to the rear of the proposed buildings. This space would include the proposed pool and lounging areas, and could also include a children’s playground, bocce ball courts, outdoor game areas, a lawn, and internal trail space.

F. Operations

The Project would comply with the City’s noise ordinance and designated quiet hours. Guest check-in would typically occur between 2:00 p.m. and 9:00 p.m. daily, with check-out at 11:00 a.m. There would be an employee on site 24 hours per day. An administrative staff member would arrive on-site daily at 6:00 a.m. Check-in staff would be stationed in the main office of Building 1, where guests would be directed to sign in and receive site information upon arrival. A security staff member or other designated personnel would be available nightly on-site from 9:00 p.m. to 6:00 a.m.

The pool, recreation areas and main office would be available to all overnight guests, and would also be available to the general public on a reservation and space available basis. On occasion, the facilities could be available during periods of lower occupancy as an educational or recreational opportunity for local youth groups within the community. The coordination efforts would be handled on a case-by-case basis as occupancy permits.

The Applicant would request the sale and consumption of alcohol considered as part of the permit. If available, the use would operate with a Type 70 (On-Sale General – Restrictive Service) license from the State Alcoholic and Beverage Control, which Authorizes the sale or furnishing of beer, wine and distilled spirits for consumption on the premises to the establishment’s overnight transient occupancy guests or their invitees. This license is normally issued to “suite-type” hotels and motels, which exercise the license privileges for guests’ “complimentary” happy hour. Minors are allowed on the premises.

The meeting room would be available for groups looking to reserve the space for small events or meetings, or groups looking to reserve glamping units as part of a larger reservation on a case-by-case basis. The glamping campground standards would

explicitly prohibit the use of the campground for any wedding, auction, or other similar event that is inconsistent with the use permit.

As a condition of Project approval, and prior to Project occupancy, the Applicant would be required to submit to the Community Development Director for the Director's review and approval, standard operating procedures to establish rules for renters and guests and address general maintenance, lighting, noise, and other aspects of operation to ensure operational safety and compatibility with neighboring uses.

G. Parking

The parking facilities would be directly accessible from the driveway along the Silverado Trail frontage. The Applicant is proposing a parking area with a pervious surface that would be structurally rated for emergency vehicle access.

NMC Section 17.54.040 regulates parking requirements for properties located within the City of Napa. For uses not specifically listed in the Code, the approving body may apply the requirements of a different but similar use. Staff recommends the following parking ratio for hotels and retail to determine the number of parking spaces required for the Project: 1 space per glamping unit plus 1 space for the manager and 1 space for every 2 employees (full or part time), and 1 space per 250 square feet for the small meeting space. **Table 1**, below, illustrates the total required parking recommended by staff.

TABLE 1
Required vs. Provided Parking

Parking Requirements	Parking Required
1 space per glamping unit	100 spaces
1 space for manager	1 space
1 space for every 2 employees (12 employees)	6 spaces
1,440 sq. ft. meeting space @ 1 per 250 sq. ft.	5.76 spaces
Total Required	113 spaces
Total Provided	114 spaces

H. Flood Measures

The Project is located in a Special Flood Hazard Area "Zone AE" and the floodway. As such, the requirements of the City of Napa Municipal Code Chapter 17.38 Floodplain Management apply to all new construction or substantial improvements within the Special Flood Hazard Area.

All glamping units and associated Americans with Disabilities Act (ADA) ramps, decks, and raised utilities placed within the floodway limits shall be removed yearly for the months of November through April and stored at pre-determined location outside the floodplain limits. Procedures for removal of recreational vehicles and non-permanent dwelling units shall be detailed in the Flood Emergency Operations Plan, which shall be approved by the Floodplain Administrator prior to issuance of the first temporary certificate of occupancy or certificate of occupancy.

The Applicant would be required to have an approved Flood Evacuation and Operations and Maintenance Plan on-site which details removal of glamping vehicles from the floodplain limits in event that a flood warning is issued.

The flood requirements are not atypical nor are they new requirements not considered in the past. There is an existing development, referred to as RiverPointe Napa Valley, which operates under similar procedures respective of on-site flood constraints.

I. Public Art

The Applicant has expressed interest in installing a public art feature, but an artist or design concept has not yet been identified at this stage. Pursuant to NMC Section 15.108.040, the Applicant would be required to: (1) install an on-site public art feature approved by Council, (2) request City Council consider placement of a developer-funded piece in a public place nearby - which is identified in the public art master plan, (3) pay the public art contribution, or (4) install public art on the development project site that has a value lower than the public art contribution amount and make an in-lieu contribution for the balance of the public art contribution. If approved, the Applicant would be required to comply with NMC Chapter 15.108 prior to obtaining a building permit for construction of the development project.

VI. ANALYSIS

A. General Plan

The Project site is designated Very Low Density Residential under the Napa 2040 General Plan. According to the General Plan, this designation is mainly for detached single-family homes in rural edges of the City with a limited density range up to 2.0 dwelling units per gross acre with the intent that existing parcels remain sparsely built. The designation also allows permitted uses such as vineyards, low-intensity agricultural uses (e.g., community or household farms), and open space preservation, and conditional uses such as non-residential commercial uses. When new development is proposed, buildings should be clustered together to preserve natural features and resources. The Project would provide for non-residential commercial use, subject to the approval of a Use Permit, and is designed to be clustered together to preserve the natural features and resources of the site.

The Project would meet several of the Napa 2040 General Plan Goals and Policies, including the following:

Land Use and Community Design Element

- **Policy LUCD 6-4: Support flexibility in land use designations to respond to changing and evolving economic needs. Promote a mix of uses in appropriate locations and settings.**

Staff Analysis: The Project would allow a new “glamping campground” use not yet considered within the City of Napa and recognizes the intent of the development pattern prescribed with the Very Low Density Land Use Designation. The use would allow the Applicant to develop a historically underutilized and vacant site

allowing flexibility in the land use designation while contributing to the broader General Plan Land Use Goal LUCD-6, which is intended to promote a balanced land use program and ensure the City remains a “complete community” with a diverse array of uses. The development is low-scale in massing and is flexible enough to meet stringent flood requirements, whereas typical residential construction would have required additional fill and tree removals to meet the stringent flood requirements.

- **Policy LUCD 7-1: Prioritize local needs and economic diversity while recognizing the importance of tourism for the local economy.**

Staff Analysis: Similar to other transient uses like hotels, the Project would generate local transient occupancy taxes and transient occupancy special taxes for affordable and workforce housing, among other revenue that the additional tourism would pay into the local economies.

Transportation Element

- **Policy TE 1-2: Foster a more connected system of streets, pedestrian facilities, and bicycle facilities as new development and redevelopment is undertaken, or as opportunities are presented.**

Staff Analysis: The Project would add an improved pedestrian walkway extending from the northeast corner of the site to the southern boundary of the site, which incrementally adds a safe alternative mode of transportation along Silverado Trail/ SR-121.

- **Goal TE-3: Promote active transportation, support active lifestyles, and encourage physical activity by providing safe pedestrian and bicycle infrastructure citywide.**

Staff Analysis: The Project would add an improved pedestrian walkway extending from the northeast corner of the site to the southern boundary of the site, which incrementally adds a safe alternative mode of transportation along Silverado Trail/ SR-121. The interior of the site would also feature active recreational space.

Natural Resources Conservation Element

- **Policy NRC 1-8: Require development projects to provide protection for significant on-site natural habitat whenever feasible, and protect significant species and groves or clusters of trees on project sites. Establish and support citywide training and support programs that provide the tools to help existing homeowners associations and residents accomplish habitat protection.**

Staff Analysis: The Project would aim to preserve many of the existing trees on-site, including many protected native trees. The Applicant would also provide a barrier between the glamping units and the riparian habitat to prevent people from damaging existing habitat while allowing existing wildlife to travel down Milliken Creek.

Economic Development Element

- **Goal ED-6: Ensure that the local economy reinforces and builds on the City’s unique “sense of place,” including its cultural diversity and creative sectors, in a manner that serves both residents and visitors in a mutually-supporting fashion.**

Staff Analysis: The Project would provide a unique alternative to traditional hotels allowing people to connect with nature within Napa. For the workforce, there will be opportunities for internships, training and partnering opportunities with the college and reciprocity training between other upscale campground properties across the nation.

B. Zoning

The Project site is zoned Single-Family Residential (RS 40), Floodplain Management Overlay (FP), and Traffic Impact Overlay (TI). The Single-Family Residential zone district typically allows custom home subdivisions on hillsides or constrained sites, and post war tract subdivisions, which usually have uniform platting patterns, setbacks and building types. Bed and breakfast inns, and public and quasi-public uses may also be allowed in appropriate locations at the discretion of the City. The Applicant has requested a zoning amendment that would authorize the “glamping campground” development as a conditional use for the Project site.

Table 2 below shows the RS 40 development standards. As proposed, the Project would meet or exceed RS 40 development standards.

TABLE 2
RS 40 Development Standards

Criteria	Standard	Proposed
Height (feet)	max. 30'	max. 25'
Front Setback (feet)	min. 30'	min. 30'
Side Yard (feet)	min. 10'	min. 17.5'
Side Yard - Accessory Structures (feet)	min. 3'	min. 3'
Rear Yard (feet)	min. 30'	Varies - Exceeds 30'

C. Hotel Policies

The Project is not a hotel in the traditional sense; however, the use is transient in nature and provides an additional lodging opportunity within the City of Napa. The following is a discussion of how the Project complies with the City’s Hotel Policies adopted in 2008 for informational purposes.

1. **A priority should be placed on the development of full-service and resort hotels downtown because of the ancillary and complementary benefits to other downtown uses and activities. This does not preclude the full range of additional lodging products in appropriate locations throughout the city.**

The Project may not be located directly downtown; however, the site is located a little less than three quarters of a mile northeast of the downtown boundary and would house a full-service lodging product in an appropriate location. The Project would include a meeting room, a pool, recreational activity space, and auxiliary bar and indoor and outdoor lounging areas managed by the campground operator, yet accessible to campground guests and members of the public on a limited basis, that are part of the campground's slate of services. It would be located within close proximity to the City's top tourist attractions, including the fairgrounds that host the Bottle Rock Music Festival and its approximately 120,000 attendees.

2. **Limited service hotels with meeting room space and close proximity to surrounding support services would be considered desirable. Bed and breakfasts and small inns as in-fill projects would be encouraged as indicated in the General Plan.**

This policy is not applicable.

3. **New hotel projects should provide a minimum of 15-100 square feet of contiguous meeting room space per guest room depending on the type of hotel and location to facilitate and expand the group meeting demand.**

The Project would include up to approximately 1,440 square feet of indoor meeting space. At full buildout of Phase 2, this would equate to approximately 14.4 to 20.6 square feet of meeting space per glamping unit depending on seasonal availability between 70 to 100 glamping units due to the flood condition parameters.

4. **Hotel applicants/developers should demonstrate how they will pursue mass transport activities that reduce traffic congestion such as shuttle services, linkages with other hotels, use of the trolley or like public transit options, for guest and employees, particularly for group-oriented hotels.**

Guests of the campground would use personal vehicles that would be parked onsite upon arrival. Although guests are not forbidden from using their vehicles, the campground is within close proximity to the City's main tourist attractions and the locations of its most popular events, including Downtown Napa, the Napa Valley Wine Train depot, Oxbow Public Market, CIA at Copia, and the fairgrounds that host the Bottle Rock Music Festival. The campground will be close to public transit. Additionally, the campground will offer complimentary bikes with a community map for guest use to encourage eco-friendly transport while they are visiting the City.

5. **Hotel applicants/developers should demonstrate how they will link with the Napa Valley College Hospitality Institute and Hospitality and Tourism Management Program, and/or provide in-house hospitality and employment training programs that will provide a career ladder and stable employment sector.**

The campground operator is a leader in a unique niche in tourism and hospitality that is rapidly growing. There will be internships, training and partnering opportunities with the college and reciprocity training between other upscale campground properties across the nation. The operating plan includes the following training programs:

- *On the job training for the specific function; and*
- *Cross training in other departments; and*
- *Leadership Development training, especially focused on managerial roles that wish to grow into General Managers; and*
- *Active recruiting at the local college for hospitality students to fill both hourly and salaried positions.*

6. Hotel projects should demonstrate how they will meet sustainability (green) practices as determined by LEED standards or future green ordinances or initiatives that may be adopted by the City.

The campground operator is recognized as a leader in sustainability and recognized for its innovative passive building design; use of solar and photovoltaic systems, and celebration of small space living which is a hallmark of sustainable design. The Project structures and site design would meet or exceed California's stringent building code. The site is located in a walkable area near downtown Napa and is near other tourist attractions. It will meet all standards for stormwater management, low-flow plumbing fixtures, efficient lighting, and high efficiency mechanical systems.

Additionally, the campground will feature programming where biologists, historians, and conservation groups are invited to the property to provide educational chats that educate guests about conservation and protecting the environment.

7. Hotel applications should demonstrate as part of the application process a commitment to advancing cultural arts by providing a public art component visible and accessible to the public, particularly for hotels located downtown. Hotel projects in the pipeline may be subject to a future "art in public places" ordinance, pending adoption by City Council in 2008.

The Applicant has communicated interest in installing a public art feature, but it has not yet been identified at this stage. It is anticipated the Applicant will pursue installing public art on the project premises and will go through the design review process at a later date.

8. Hotel applicants should provide a report or study that provides a comprehensive overview regarding hotel employment. The report or study should be prepared by an independent consultant and include, at a minimum, the following information: the number of employees the hotel would employ, full-time vs. part-time, position titles, wage rates by position, and types of benefits; the anticipated breakdown of employees residing inside or outside the County of Napa, and the rationale for breakdown; and any programs or policies the Applicant or operator will implement in the area of employee housing and congestion management. The City Council has requested this employment information to measure any economic, housing and transportation impacts the hotel would create.

The Applicant has provided the following data below:

Annual Economic Impact at AutoCamp Napa Stabilization

- 12% TOT = \$1,229,875
- 2% Tourism Improvement District = \$204,980
- 1% Special Tax (affordable housing) = \$102,490

Project Team Members

- *Executive & Management - Base annual salary range of \$68,000 to \$140,000*
- *Sales & Marketing - Salary range of \$68,000 to \$72,000*
- *Engineers - Wage rate of \$21 to \$33 per hour*
- *Front Desk Attendants - Wage rate of \$20 to \$22 per hour*
- *Housekeeping & Laundry Staff - Wage rate of \$20 to \$23 per hour*

Misc.

- *Estimated construction income to local North Bay and Bay Area contractors - \$25,500,000*
- *Project construction will generate approximately 75 individual local area jobs and tax revenue during the 18-months of construction activity.*
- *Project operations after opening will generate approximately 4 full-time employees, 4 part-time housekeeping staff and 5 additional part-time staff for peak periods (weekend, summer months).*

VII. ENVIRONMENTAL REVIEW

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15074 (see **Attachment 8, CEQA Initial Study/Mitigated Negative Declaration**), concluding that after implementation of the proposed mitigation measures the Project would not cause any significant environmental effects. The public comment period was noticed on September 5, 2024, in the Napa Valley Register for a CEQA-mandated 30-day public review and comment period, ending on October 5, 2024.

VIII. REQUIRED FINDINGS

A. Zoning Amendment

Pursuant to NMC 17.66.040, the Project requires approval of a Zoning Amendment. To approve the Project, the following findings pursuant to NMC Section 17.66.080 shall be made, which are analyzed in detail in **Attachment 2, Draft Ordinance**.

1. The proposed amendment is consistent in principle with the General Plan.

The proposed amendment is consistent with the Napa 2040 General Plan by promoting flexible land use that adapts to changing economic needs (Policy LUCD 6-4), enabling development on a historically underutilized site with a newly established use. It generates local revenue through transient occupancy taxes, also contributing

1% of the rent charged by the operator by payment of the transient occupancy special tax for the sole purpose of providing programs and services that increase, improve, or preserve the availability of Affordable and Workforce Housing to Affordable and Workforce Households (Policy LUCD 7-1) The Project enhances pedestrian connectivity along Silverado Trail with the construction of a public walkway extending from the north to the south end of the site (Policy TE 1-2, Goal TE-3). Additionally, the Project protects significant trees and habitat that exist on-site by designing individual campsites around existing trees and the contours of the site, while preventing foot traffic through the riparian areas closer to Milliken Creek (Policy NRC 1-8). The Project would offer opportunities for the public to engage with the natural environment adjacent to Milliken Creek that otherwise wouldn't exist due to the site being private property.

In support of Goal ED-6, the project reinforces Napa's unique sense of place by providing a nature-based alternative to traditional accommodations, balancing the needs of both residents and visitors.

2. The public health, safety and general welfare are served by the adoption of the proposed amendment.

The amendment would establish and impose development and operational standards to minimize the potential adverse effects of the permitted glamping campground on the neighboring land uses; and to ensure the health, safety and welfare of renters and guests patronizing the glamping campground. The amendment would also facilitate the use of the property in a manner that adheres to stringent flood safety requirements, thus ensuring the protection of public safety. Additionally, it will enhance the street frontage, contributing to neighborhood aesthetics, and ensure compliance with California Building Code requirements, further safeguarding public health and welfare. This approach offers a feasible and safe alternative to residential use while addressing the unique constraints of the site.

3. If a rezoning to district with a larger minimum lot size is proposed, effectively reducing the planned residential density, the city shall also find that the remaining sites in the housing element are adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584; or if not, that it has identified sufficient additional, adequate and available site with an equal or greater residential density in the jurisdiction so that there is not net loss of residential unit capacity.

The Project does not request to rezone the property to a district with a larger minimum lot size; therefore, the above finding is not applicable.

B. Design Review

Pursuant to NMC 17.62.050, the Project requires approval of a Design Review Permit. To approve the Project, the following findings pursuant to NMC Section 17.62.080 shall be made, which are analyzed in detail in **Attachment 3, Draft Resolution – Design Review Permit and Use Permit**.

1. The project design is in accord with the General Plan and any applicable specific plan design policies.

The Project design is consistent with the Napa 2040 General Plan and applicable design policies. The low massing and clustering of permanent buildings are appropriate for the property's zoning and land use designation, ensuring that the development respects the surrounding environment and maintains compatibility with the area's character. By concentrating permanent structures in specific areas, the project minimizes its footprint, allowing for the preservation of open space and natural features on-site. The design also aligns with the General Plan's goals of promoting development that is sensitive to the local context and environmental constraints.

2. The project design is consistent with applicable design review guidelines adopted by the City Council.

Despite the absence of specific non-residential design policies, the Project's contemporary agrarian architecture draws from Napa's agricultural heritage, aligning with the region's natural and historical context. The use of vertical engineered wood siding and a standing seam metal roof reflects the simple, functional forms of traditional barns and outbuildings in Napa Valley, making the design harmonious with the local landscape. Additionally, the building orientation to the rear takes into account Napa's Mediterranean climate by directing gathering spaces towards the lounging areas, recreational activities, and Milliken Creek, promoting an indoor-outdoor lifestyle and efficient use of natural resources, consistent with the City's broader design principles for residential areas.

3. The design review permit is in accord with provisions of this title and will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.

The Design Review Permit complies with the provisions of this title and will not adversely affect surrounding properties, improvements, or the public health, safety, or general welfare. The project's low massing and clustered design for the permanent buildings are appropriate for the zoning and land use designation, minimizing its impact on the surrounding area. Additionally, the development meets stringent flood safety requirements, ensuring the project is safe for future occupants and neighboring properties. Compliance with all applicable building codes further safeguards public health and safety, making the Project an appropriate addition to the site.

C. Use Permit

The City Council's approval of this project is subject to the required findings in NMC Section 17.60.070 relating to Use Permits. These findings are provided below and relate to consistency of the project with the General Plan, Zoning Ordinance, and applicable Guidelines.

Staff determined that the proposed Project would comply with these findings, subject to the conditions of approval provided in **Attachment 3**.

1. **The proposed use in accord with the General Plan, applicable specific plans, the objectives of the zoning ordinance and the purposes of the district and overlay district in which the site is located.**

The proposed use is in accord with the General Plan, the objectives of the zoning ordinance, and the purposes of the district and overlay district in which the site is located. The Project aligns with the General Plan's goals for flexible land use and supports the district's objectives by allowing for a low-impact development that complements the existing character of the area while meeting the necessary flood safety requirements. Overall, the proposed use effectively utilizes the site's potential while adhering to the zoning framework.

2. **The proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the city.**

The proposed use, along with the applicable conditions, will not be detrimental to public health, safety, or welfare, nor materially injurious to nearby properties or improvements, or to the general welfare of the city. The campground operation will adhere to stringent flood safety requirements and comply with the City's noise ordinance and lighting standards. Furthermore, the campground operator will implement specific standard operating procedures to address safety concerns, ensuring a respectful integration with the surrounding community and enhancing the overall safety and well-being of the area.

3. **The proposed use complies with each of the applicable provisions of the zoning ordinance.**

The proposed ordinance amendment establishes the use and specific standards for the glamping campground, ensuring that it aligns with the site's zoning district. The proposed use complies with all applicable provisions of the Title 17 Zoning Ordinance, as amended by the proposed zoning amendment, and meets the requirements for land use, building placement, and flood safety standards. It adheres to district regulations regarding scale, intensity, and environmental considerations, ensuring compatibility with the surrounding area while following all relevant development and operational guidelines set forth in the zoning ordinance.

4. **The proposed use complies with any other applicable findings required under other chapters of this title for the specific use.**

There are no other applicable findings required under other chapters of this title for the proposed use.

D. Tree Removal

The City Council's approval of this Project is subject to the required finding in NMC Section 12.45.090(B)(2)(d) relating to the removal of protected native trees. The Applicant requests the removal of up to eight (8) trees that are each classified as a Protected Native Tree pursuant to NMC Chapter 12.45.

Staff determined that the proposed Project would comply with this finding, subject to the conditions of approval provided in **Attachment 3**.

1. The project has minimized tree loss to the extent possible when balanced with General Plan land uses and policies and applicable design guidelines.

The Applicant has designed the Project to minimize tree loss to the extent possible and will work in consultation with the City of Napa Parks and Recreation Services Department. Consistent with the City of Napa Protected Native Tree Program, the Project has been conditioned to either provide replacement trees or pay the in-lieu fee pursuant to NMC Chapter 12.45.

IX. PUBLIC NOTICE

Notice of the scheduled public hearing was provided on October 4, 2024, by US Postal Service to all property owners within a 500-foot radius of the subject property. Notice of the public hearing was also published in the Napa Valley Register on October 5, 2024, and provided to people previously requesting notice on the matter at the same time notice was provided to the newspaper for publication. The Applicant was also provided a copy of this Report and the associated attachments in advance of the public hearing on the project.

X. PUBLIC COMMENT

As of this writing, City staff has received one (1) comment letter from the California Department of Fish and Wildlife on Monday, September 30, 2024, and one (1) letter from the California Department of Transportation on Friday, October 4, as shown in **Attachment 9, Public Comments**.



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



September 30, 2024

Ryder Dilley, Associate Planner
Napa County
1195 Third Street
Napa, CA 94559
RDilley@cityofnapa.org

Subject: The Grange Campground, Initial Study/Mitigated Negative Declaration,
SCH No. 2024090150, Napa County

Dear Mr. Dilley:

The California Department of Fish and Wildlife (CDFW) received an Initial Study/Mitigated Negative Declaration (IS/MND) from Napa County (County) for The Grange Campground (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.

CDFW is submitting comments on the IS/MND to inform the County, as the Lead Agency, of potentially significant impacts to biological resources associated with the Project.

CDFW ROLE

CDFW is a **Trustee Agency** with responsibility under CEQA pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a **Responsible Agency** if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Lake and Streambed Alteration (LSA) Agreement, or other provisions of the Fish and Game Code that afford protection to the state’s fish and wildlife trust resources.

PROJECT DESCRIPTION SUMMARY

Proponent: Parry Murray

Objective: The Project would construct a permitted “glamping” campground with up to five permanent buildings, up to 100 fixed recreational lodging units, a recreational activity space, and a pervious parking area. An ancillary structure, the Main Office, would consist of guest check-in, a gathering space, and a small market, totaling approximately 4,418 square feet. Building 2, the Meeting Room, would provide approximately 1,440 square feet of indoor/outdoor meeting space. Buildings 1 and 2 outdoor space would include an outdoor lounge area with a permanent deck (8,000 square feet) and pool area (3,500 square feet, including the pool and pool deck).

Ryder Dilley
Napa County
September 30, 2024
Page 2

Buildings 3 through 5 would consist of back-of-house and administration/maintenance space (up to 640 square feet each). The 100 fixed recreational lodging units could be a mix of tent spaces, canvas tents on platforms (yurts), and stationary camper trailers.

The Project would impact 4.54 acres of coast live oak (*Quercus agrifolia*) woodland, 3.14 acres of non-native grassland, 0.62 acres of vernal marsh, 0.01 acres of non-vegetated channel, and 0.10 acres of developed land. Milliken Creek, a tributary to the Napa River, runs along the western side of the Project site.

Location: The 12.5-acre Project site is located on an undeveloped parcel within the City of Napa, adjacent to and on the west side of SR-121/Silverado Trail between Stonecrest Drive and Hagen Road, Napa, CA 94558, Napa County; APN 052-010-011; and at approximately 38.31833°N and -122.27444°W.

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a CESA Incidental Take Permit (ITP) must be obtained if the Project has the potential to result in “take” of plants or animals listed under CESA either during construction or over the life of the Project. **The Project has the potential to impact Swainson’s hawk (*Buteo swainsoni*), CESA listed as threatened species, as further described below.** Issuance of an ITP is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain an ITP.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially restrict the range or reduce the population of a threatened or endangered species. (Pub. Resources Code, §§ 21001, subd. (c) & 21083; CEQA Guidelines, §§ 15380, 15064, & 15065.). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency’s FOC does not eliminate the Project proponent’s obligation to comply with CESA.

Lake and Streambed Alteration

An LSA Notification, pursuant to Fish and Game Code section 1600 et. seq., is required for project activities affecting lakes or streams and associated riparian habitat. Notification is required for any activity that will substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a

Ryder Dilley
Napa County
September 30, 2024
Page 3

subsurface flow, and floodplains are subject to LSA Notification requirements. **The Project has the potential to impact Milliken Creek, and a “non-vegetated channel,” therefore an LSA Notification may be required as further described below.** CDFW, as a Responsible Agency under CEQA, would consider the CEQA document for the Project and may issue an LSA Agreement. CDFW may not execute the final LSA Agreement until it has complied with CEQA as a Responsible Agency.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County in adequately identifying and/or mitigating the Project’s significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Based on the Project’s avoidance of significant impacts on biological resources with implementation of mitigation measures, including those CDFW recommends below and included in **Attachment 1** Draft Mitigation Monitoring and Reporting Program, CDFW concludes that an MND is appropriate for the Project.

I. Environmental Setting and Mitigation Measure Related Impact Shortcomings

MANDATORY FINDING OF SIGNIFICANCE. Does the Project have potential to substantially reduce the number or restrict the range of an endangered, rare, or threatened species?

COMMENT 1: Swainson’s Hawk

Issue: The IS/MND does not adequately evaluate and mitigate potential impacts to nesting Swainson’s hawk. This species is documented in the California Natural Diversity Database (CNDDDB) to nest along the Napa River north and south of the Project site.

Specific impacts and why they may occur and be significant: The Project has the potential to impact nesting Swainson’s hawk through auditory or visual disturbances above ambient levels within 0.5 miles of Project activities, or through direct removal of an active nest site. Disturbances from Project activities may result in Swainson’s hawk nest abandonment and loss of eggs or reduced health and vigor and loss of young. The Project may also result in the removal of Swainson’s hawk foraging habitat. Swainson’s hawk is CESA listed as a threatened species and therefore is considered to be a threatened species pursuant to CEQA Guidelines section 15380. Therefore, if an active Swainson’s hawk nest is disturbed by the Project, the Project may result in a substantial reduction in the number of a threatened species, which is considered a *mandatory finding of significance* pursuant to CEQA Guidelines section 15065, subdivision (a)(1).

Ryder Dilley
Napa County
September 30, 2024
Page 4

Recommended Mitigation Measure: To reduce potential impacts to Swainson's hawk to less-than-significant and comply with CESA, CDFW recommends including the below mitigation measure.

Mitigation Measure BIO-8: Swainson's Hawk Surveys and Avoidance Buffer, and Foraging Habitat Credits: If Project activities are scheduled during the nesting season for Swainson's hawks (March 1 to September 15), prior to beginning work on the Project, a qualified biologist shall conduct surveys according to the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83990&inline>) and prepare a report documenting the survey results. The Project shall obtain CDFW's written approval of the qualified biologist and survey report prior to starting construction activities between March 1 and September 15. Survey methods shall be closely followed by starting early in the nesting season (late March to early April) to maximize the likelihood of detecting an active nest (nests, adults, and chicks are more difficult to detect later in the growing season because trees become less transparent as vegetation increases). Surveys shall be conducted: 1) within a minimum 0.5-mile radius of the Project site or a larger area if needed to identify potentially impacted active nests, unless otherwise approved by CDFW in writing, and 2) for at least the two survey periods immediately prior to initiating Project-related construction activities, unless otherwise approved in writing by CDFW. Surveys shall occur annually for the duration of the Project. The qualified biologist shall have a minimum of two years of experience implementing the survey methodology resulting in detections. If active Swainson's hawk nests are detected, the Project shall immediately notify CDFW and implement a 0.5-mile construction avoidance buffer around the nest until the nest is no longer active as determined by a qualified biologist, unless otherwise approved in writing by CDFW. Any detected nesting Swainson's hawk shall be monitored by the qualified biologist to ensure it is not disturbed during construction activities, unless otherwise approved in writing by CDFW. If take of Swainson's hawk cannot be avoided, the Project shall consult with CDFW pursuant to CESA and obtain an ITP before Project activities may commence.

If nesting Swainson's hawk are detected within 0.5 miles of the Project site, the Project shall purchase Swainson's hawk foraging habitat credits from a CDFW-approved mitigation bank at a 1:1 mitigation to impact ratio, unless otherwise approved in writing by CDFW. The Project shall obtain CDFW's written approval of the type and amount of credits prior to purchasing the credits and provide the Bill of Sale for the credit purchase to the lead agency and CDFW prior to construction start.

Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or the U.S. Fish and Wildlife Service?

Ryder Dilley
Napa County
September 30, 2024
Page 5

COMMENT 2: Stream Alteration

Issue: The Project site is near Milliken Creek and will impact a “non-vegetated channel.” Page 42 of the IS/MND states that “Milliken Creek occurs outside of the project site and project impact area, and no impacts would occur.” However, page 45 of the IS/MND states that “Permanent indirect impacts to riparian habitats and other sensitive natural communities from development of the project would be potentially significant.” It’s unclear if the Project would occur within the riparian zone. Figure 6 of the IS/MND shows the Project site boundary overlapping the approximate midline of numerous riparian tree crowns. It appears that Project activities could encroach upon and impact the riparian corridor of Milliken Creek.

Furthermore, Mitigation Measure BIO-6 of the IS/MND does not clearly specify that impacts to the riparian zone of Milliken Creek are subject to CDFW LSA Notification requirements.

Specific impacts and why they may occur and be significant: Project activities including land clearing, tree removal, and construction can result in impacts to streams and the habitats they support. Impacts could include inputs of deleterious materials, obstructions and diversions, riparian habitat removal, equipment staging and operation, and disturbances to riparian corridors, special status wildlife and their habitats, and nesting birds. Due to the ecological importance and sensitivity of stream habitat, the above impacts would be *potentially significant*.

Recommended Mitigation Measure: To reduce impacts to streams to less-than-significant and comply with Fish and Game Code section 1600 et seq., CDFW recommends adding the below mitigation measure to Mitigation Measure BIO-6.

MM BIO-6: Impacts to Streams and Riparian Areas. Prior to the commencement of Project activities, the Project shall conduct a thorough assessment for potential impacts to streams and riparian habitat including, but not limited to, impacts resulting from tree removal, vegetation removal, land clearing, and construction activities. If impacts to the bed, bank, channel, or riparian area of the streams cannot be avoided, the Project shall notify CDFW for potential Project impacts to the streams. More information for the Notification process is available at <https://wildlife.ca.gov/Conservation/Environmental-Review/LSA>. The Project shall comply with all measures of the Streambed Alteration Agreement (SAA), if issued, and shall not commence activities with potential to impact the stream until the SAA process has been completed. Impacts to the streams and riparian habitat shall be mitigated by restoring a minimum 3:1 ratio in area and linear feet for permanent impacts, all temporary impact areas shall be restored, and trees shall be replaced at an appropriate ratio based on size and species, unless otherwise approved in writing by CDFW. An SAA, if issued, may include additional avoidance and minimize measures to protect fish and wildlife resources.

Ryder Dilley
Napa County
September 30, 2024
Page 6

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be filled out and submitted online at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying Project approval to be operative, vested, and final. (See Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND to assist the County in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Nicholas Magnuson, Environmental Scientist, at (707) 815-4166 or Nicholas.Magnuson@wildlife.ca.gov; or Melanie Day, Senior Environmental Scientist (Supervisory), at (707) 210-4415 or Melanie.Day@wildlife.ca.gov.

Sincerely,

DocuSigned by:

Erin Chappell

B77E9A6211EF486

Erin Chappell
Regional Manager
Bay Delta Region

Attachment 1: Draft Mitigation Monitoring and Reporting Program

ec: Office of Planning and Research, State Clearinghouse No. 2024090150

Ryder Dilley
 Napa County
 September 30, 2024
 Page 7

ATTACHMENT 1

Draft Mitigation Monitoring and Reporting Program (MMRP)

CDFW provides the following language to be incorporated into the MMRP for the Project.

Biological Resources (BIO)			
Mitigation Measure (MM)	Description	Timing	Responsible Party
MM BIO-6	<p><i>CDFW recommends adding the below mitigation measure to Mitigation Measure BIO-6.</i></p> <p><u>MM BIO-6: Impacts to Streams and Riparian Areas.</u> Prior to the commencement of Project, activities, the Project shall conduct a thorough assessment for potential impacts to streams and riparian habitat including but not limited to impacts resulting from tree removal, vineyard development and native vegetation replanting. If impacts to the bed, bank, channel, or riparian area of the streams cannot be avoided, the Project shall notify CDFW for potential Project impacts to the streams. More information for the Notification process is available at https://wildlife.ca.gov/Conservation/Environmental-Review/LSA. The Project shall comply with all measures of the Streambed Alteration Agreement (SAA), if issued, and shall not commence activities with potential to impact the stream until the SAA process has been completed. Impacts to the streams and riparian habitat shall be mitigated by restoring a minimum 3:1 ratio in area and linear feet for permanent impacts, all temporary impact areas shall be restored, and trees shall be replaced at an appropriate ratio based on size and species, unless otherwise approved in writing by CDFW. An SAA, if issued, may include additional avoidance and minimize measures to protect fish and wildlife resources.</p>	Prior to Ground Disturbance	Project Applicant
MM BIO-8	<p><u>Mitigation Measure BIO-8: Swainson’s Hawk Surveys and Avoidance Buffer, and Foraging Habitat Credits.</u> If Project activities are scheduled during the nesting season for Swainson’s hawks (March 1 to September 15), prior to beginning work on the Project, a qualified biologist shall conduct surveys according to the <i>Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys</i></p>	Prior to Ground Disturbance	Project Applicant

Ryder Dilley
 Napa County
 September 30, 2024
 Page 8

	<p><i>in California's Central Valley</i> https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83990&inline) and prepare a report documenting the survey results. The Project shall obtain CDFW's written approval of the qualified biologist and survey report prior to starting construction activities between March 1 and September 15. Survey methods shall be closely followed by starting early in the nesting season (late March to early April) to maximize the likelihood of detecting an active nest (nests, adults, and chicks are more difficult to detect later in the growing season because trees become less transparent as vegetation increases). Surveys shall be conducted: 1) within a minimum 0.5-mile radius of the Project site or a larger area if needed to identify potentially impacted active nests, unless otherwise approved by CDFW in writing, and 2) for at least the two survey periods immediately prior to initiating Project-related construction activities, unless otherwise approved in writing by CDFW. Surveys shall occur annually for the duration of the Project. The qualified biologist shall have a minimum of two years of experience implementing the survey methodology resulting in detections. If active Swainson's hawk nests are detected, the Project shall immediately notify CDFW and implement a 0.5-mile construction avoidance buffer around the nest until the nest is no longer active as determined by a qualified biologist, unless otherwise approved in writing by CDFW. Any detected nesting Swainson's hawk shall be monitored by the qualified biologist to ensure it is not disturbed during construction activities, unless otherwise approved in writing by CDFW. If take of Swainson's hawk cannot be avoided, the Project shall consult with CDFW pursuant to CESA and obtain an ITP before Project activities may commence.</p> <p>If nesting Swainson's hawk are detected within 0.5 miles of the Project site, the Project shall purchase Swainson's hawk foraging habitat credits from a CDFW-approved mitigation bank at a 1:1 mitigation to impact ratio, unless otherwise approved in writing by CDFW. The Project shall obtain CDFW's written approval of the type and amount of credits prior to purchasing the credits and provide the Bill of Sale for the credit purchase to the lead agency and CDFW prior to construction start.</p>		
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California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



October 4, 2024

SCH #: 2024090150
GTS #: 04-NAP-2024-00446
GTS ID: 32554
Co/Rt/Pm: NAP/121/8.7

Ryder Dilley, Associate Planner
City of Napa
1600 First Street
Napa, CA 94559

Re: The Grange Campground Project – Mitigated Negative Declaration (MND)

Dear Ryder Dilley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Grange Campground Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the September 2024 MND.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The project would construct a permitted campground adjacent to State Route (SR) 121 with up to five permanent buildings, up to 100 fixed recreational lodging units, a recreational activity space, and a pervious parking area.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT thresholds. Per the MND, this project is found to have a less than significant VMT impact.

Hydraulics

Please confirm if the City of Napa has approved the project work within the floodway. Caltrans recommends hydrologic analysis be performed during design rather than construction to determine if additional detention is needed.

Ryder Dilley, Associate Planner
October 4, 2024
Page 2

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right of Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to D4Permits@dot.ca.gov.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Lisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Ryder Dilley, Associate Planner
October 4, 2024
Page 3

Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being more prominent and the last name "Yunsheng" written in a more connected, flowing style.

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



MEMO

TO: CHAIR SHOTWELL, MEMBERS OF THE PLANNING COMMISSION
FROM: RYDER DILLEY, ASSOCIATE PLANNER
DATE: OCTOBER 16, 2024
SUBJECT: THE GRANGE ZONING TEXT AMENDMENT (Project No. PL22-0120)

Following the publication of the October 17, 2024, Planning Commission agenda, additional correspondence was received for consideration for The Grange (ZTA) project (PL22-0120), identified as Public Hearing Item 7. A.

The correspondence includes letters and correspondence from the following attached to this memorandum.

- Robert Fisher (10-15-24)
- Lark Ferrell (10-15-24)
- Josh Dempsey (10-15-24)
- Cody Orona (10-15-24)
- Judy Cuenca (10-15-24)
- Sally Seymour (10-15-24)
- Michael Carson (10-16-24)
- Zak Miller (10-16-24)

Ryder Dilley

From: Robert Fisher <[REDACTED]>
Sent: Tuesday, October 15, 2024 11:59 AM
To: Ryder Dilley; Chris Scheffer
Subject: Glamping site on Silverado

Categories: Unverified Contact

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Hello

I am representing the HOS for Riverbend Townhome development at 1791 Silverado trail.

Please send me the proposal for the glamping site proposed on Silverado between Hayden and Stonecrest drive.

Thank you

Kindest regards,

Robert J Fisher

Please check out our new venture at [Home - Living Better In The Later Years](#) We think you will like it!

Ryder Dilley

From: Lark Ferrell <[REDACTED]>
Sent: Tuesday, October 15, 2024 7:57 AM
To: Ricky Caperton
Subject: Question on Proposed Glamping Project

[EXTERNAL]

Good morning Ricky!

Do you know if the proposed glamping project would pay affordable housing impact fees on the glamping tents or just on the permanent structures? I could see this being a bit sticky as the impact would be the same as if it were a more traditional hotel project, but I am not sure the code would require payment of the fee on tents (although I do recall if restaurants add tables to sidewalks, that is subject to the fees, so it may be triggered similarly due to the use being there on the site). Anyway, wanted to know how this is being handled in the proposal.

Thanks,
Lark

Mayra Espinoza

From: Michael Allen
Sent: Tuesday, October 15, 2024 1:36 PM
To: Ricky Caperton; Ryder Dilley; Mayra Espinoza
Subject: FW: The Grange Project

Not sure if you all received this communication.

Michael Allen
Senior Planner, Planning Division

From: Josh Dempsey [REDACTED]
Sent: Tuesday, October 15, 2024 1:13 PM
To: Michael Allen <mallen@cityofnapa.org>
Subject: The Grange Project

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Planning Commissions Members:

I am writing to today to support the Grange project on Silverado Trail.

This project will bring a great alternative and lower cost option to Napa Valley where the prices to come and stay have ballooned since the pandemic. These high prices are impacting local business and restaurants as less people are now coming to Napa. We need more active visitors who will appreciate the gorgeous land that we have here in the valley and this project will help do that.

I believe this project is well conceived and respects the outdoor environment as it includes very little structure and retains virtually all of the amazing oaks on the land.

Finally, this project will also serve as an amenity to locals and visitors alike versus the alternative of four luxury estate lots that would serve very few.

I support this project and vision and hope that you will vote to approve.

Sincerely,

Josh Dempsey
Vanguard Properties
Regional Director

[REDACTED]
[REDACTED]

Mayra Espinoza

From: Clerk
Sent: Tuesday, October 15, 2024 3:48 PM
To: Mayra Espinoza; Ricky Caperton
Subject: FW:



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: cody orona <[REDACTED]>
Sent: Tuesday, October 15, 2024 1:50 PM
To: Clerk <clerk@cityofnapa.org>
Subject:

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Planning Commissioners & Staff

I am writing in support of "The Grange" project on Silverado Trail which is on the calendar for Thursday October 17, 2024. This project will bring a new and welcomed experience to Napa Valley, geared more towards families, community, and enjoying the beautiful outdoors. Their efforts to celebrate the property by respecting the outdoor environment with minimal structures, while retaining virtually all the amazing oaks and landscape is certainly mindful. This project would bring a new element to Napa Valley lodging, providing a peaceful and nature forward experience that still holds true to the Napa Valley brand. We would be lucky to have this as an option in our community, as this project will serve as an amenity to locals and visitors alike. Kudos to this team for their work.

We hope you will support this project with a positive recommendation to the City Council.

Thank you,

Cody Orona

Ryder Dilley

From: Judy Cuenca [REDACTED]
Sent: Tuesday, October 15, 2024 3:18 PM
To: Ryder Dilley
Subject: Glamping project

Categories: Unverified Contact

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Hello,

I was just reviewing the proposal for the “Glamping” project which has certain elements that are the same as a Short Term Vacation Rental. From what I read, it seems that this project will receive a special “glamping” permit. As an owner of a home that has an original permit (2009) for a Short Term Vacation Rental home I am wondering if the owners of these units will be paying TOT taxes, as we do.

With so many unpermitted Short term vacation rentals already operating in Napa I would think that not charging TOT would just add to the inequality for those of us that pay TOT taxes on every booking. This is an added expense of 13% which we have to quote to our perspective guests that the unpermitted vacation rentals do not, which puts all of us who are following the laws of the city at a disadvantage in our pricing.

Thankyou, in advance, for answering my question,
Judy Cuenca

[Sent from AT&T Yahoo Mail for iPad](#)

Mayra Espinoza

From: Ricky Caperton
Sent: Tuesday, October 15, 2024 5:29 PM
To: Ryder Dilley; Mayra Espinoza
Subject: Fw: 1802 Silverado Trail Application for development File No. PL23-0124

Get [Outlook for iOS](#)

From: Sally Seymour <[REDACTED]>
Sent: Tuesday, October 15, 2024 4:21:20 PM
To: Michael Allen <mallen@cityofnapa.org>
Cc: Ricky Caperton <rcaperton@cityofnapa.org>
Subject: 1802 Silverado Trail Application for development File No. PL23-0124

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[EXTERNAL]

I just recently saw a story in the Register about this proposed project. Even though I do not live within the City limits, I am a mere 1.5 miles distant from the proposed site.

This language struck me as particularly concerning:

"According to the staff report, each glampsite would have an outdoor grill, and campers would only be allowed to burn Goodwood, a compressed wood product that produces fewer sparks and less smoke than natural wood. Each site will have a fire extinguisher, and fire will be prohibited on bad air-quality days as determined by the Bay Area Air Quality Management District."

The described setup strikes me as a golden opportunity for another wildfire. Does anyone recall 2017? The risk that short-term visitors will fail to pay sufficient attention to fire safety is enormous. At the very least, I strongly urge the Commission to strike this feature from the proposed plan.

thank you

Sally Seymour

Sally Seymour
[REDACTED]
Napa, CA 94558
[REDACTED]

<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.seymourandmcintosh.com%2F&data=05%7C02%7Crcaperton%40cityofnapa.org%7C931ee4d84a2c4a8fb1bd08dced701679%7C7c2235c73aee4099a6c4bde6470cfa85%7C0%7C0%7C638646312916478558%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=3K%2BPHw9%2FMuTsOplyC00cpbQx%2Bpl%2Fa9hVYthlgqmdUt4%3D&reserved=0>

Mayra Espinoza

From: Clerk
Sent: Wednesday, October 16, 2024 12:55 PM
To: Mayra Espinoza
Subject: FW: Glamping Project



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: Michael Carson [REDACTED]
Sent: Wednesday, October 16, 2024 10:37 AM
To: Clerk <clerk@cityofnapa.org>
Subject: Glamping Project

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Planning Commissioners of the City of Napa –

My name is Michael Carson and I'm a resident in the City of Napa and have been my whole life. I heard about this glamping project and wanted to send along my support for the project. My wife and I have 3 kids and are active campers and believe that getting our family out of the house and enjoying nature and giving them outdoor experiences is important in their development.

We tow around our travel trailer and do most our camping this way but recognize that not everyone, especially living in the bay area, can tow around a trailer and camp this way. I think this glamping project provides a much-needed missing opportunity to the camping sector and it would be nice to have something like this here in Napa. We live in a beautiful part of the world that doesn't need to only be for adults visiting for wine and food.

In support,

Michael Carson

Resident – City of Napa

Mayra Espinoza

From: Clerk
Sent: Wednesday, October 16, 2024 12:58 PM
To: Mayra Espinoza
Subject: FW: Grange Project on Silverado Trail

Hi Mayra – do you know why we are suddenly receiving public comments for the PC?



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: Zak Miller [REDACTED]

Sent: Tuesday, October 15, 2024 5:07 PM
To: Clerk <clerk@cityofnapa.org>
Subject: Grange Project on Silverado Trail

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Planning Commissioners & Staff

I am writing in support of "The Grange" project on Silverado Trail which is on the calendar for Thursday October 17, 2024. This project will bring a well-needed experience to Napa Valley, which is more geared towards families, and community. Their efforts to celebrate the property by respecting the outdoor environment with minimal structures, while retaining virtually all of the amazing oaks and landscape is certainly mindful. This project will also serve as an amenity to locals and visitors alike. Kudos to this team for their work.

We hope you will support this project with a positive recommendation to the City Council.

Sincerely,

Zak Miller



MEMO

TO: CHAIR SHOTWELL, MEMBERS OF THE PLANNING COMMISSION
FROM: RYDER DILLEY, ASSOCIATE PLANNER
DATE: OCTOBER 17, 2024
SUBJECT: THE GRANGE ZONING TEXT AMENDMENT (Project No. PL22-0120)

Following the publication of the October 17, 2024, Planning Commission agenda, additional correspondence was received for consideration for The Grange (ZTA) project (PL22-0120), identified as Public Hearing Item 7. A.

The correspondence includes letters and correspondence from the following attached to this memorandum.

- Napa County Bicycle Coalition
- Terry Tracy
- Shane Solding
- Shelly Monte
- Josh Phelps
- Erin Martin
- Michael Leblanc
- Sam Kaplan
- Michael Holcomb



October 16, 2024

Re: Agenda Item 7.A.) The Grange Zoning

Dear Planning Commissioners,

The Napa County Bicycle Coalition (NCBC) represents over 2,000 members and supporters throughout Napa County in advocating to make riding a bicycle in our communities safe, convenient, and accessible for riders of all ages and abilities. For over 15 years, NCBC has worked with local organizations, businesses, elected officials, and the public to align our transportation infrastructure with the needs of cyclists and other active transportation users.

We write today to ask you to approve construction of the glamping campground only if a bike lane that fronts the property is constructed as well. The consultants who conducted the project's Transportation Impact Study found that bicycle facilities on Silverado "...are considered to be adequate..."—an odd way to describe a high-speed, high-volume road that has no bicycle facilities on it. That language also begs the question, *Considered by whom?*

Presumably the City of Napa does not consider the road to be adequate for bicyclists, as evidenced by its General Plan and Bicycle Plan that call for standard Class II bike lanes on the road. The same could be said for the Napa Valley Transportation Authority, as it led the development of the City of Napa Bicycle Plan that calls for bike lanes at that location. The portion of Silverado Trail fronting the project is in Caltrans right of way, and Caltrans does not consider current conditions to be adequate either; in its draft District 4 Bike Plan Update, it lists adding bike lanes to Silverado Trail as a **top** priority.

Silverado Trail is on the City of Napa's High Injury Network, as identified in Napa's Local Roadway Safety Plan, yet this project does not improve safety for the additional bicyclists it will surely draw to the area. Glampers and campers are known to bring bicycles with them. There are no alternative routes to this site, so those wishing to ride north to the wineries along Silverado Trail, or south to downtown, BottleRock, etc., will have to ride on that portion of Silverado Trail. Furthermore, vehicle traffic generated by this new destination creates additional conflict risks for bicyclists on the Silverado Trail, which developers should at least attempt to address and mitigate.

We understand that transportation planners may have a desire to only implement bicycle facilities that are seamless and connect to other facilities—and while we agree that is the ideal approach in an ideal world, we do not want great to be the enemy of good. The project frontage along Silverado Trail is long enough that a bike lane on that segment only would provide increased safety and comfort for riders, who may treat it as a turn lane of sorts when returning to the campgrounds from the north or a bicycle passing lane if continuing south. A bike lane along the project would provide a type of relief valve, allowing bicyclists to move

aside and let cars pass, which is especially beneficial on roads like Silverado Trail where the speed differential between bicyclists and vehicles is large (the speed limit on Silverado Trail is 40 mph).

While we absolutely support the pedestrian facilities that the project will implement, we wonder why developers have so far not been required to implement the bicycle facilities outlined in City plans. Class II, **standard bike lanes have been planned for this section of Silverado Trail since at least 1996**. The standard approach of implementation of seamless lanes has so far been a nonstarter. Against Caltrans' own plans and policies, they currently do not intend to implement bike lanes on Silverado when they repave it in 2025-26.

This project is a rare opportunity for progress. Please ensure that this project takes advantage of that opportunity.

Should Commissioners, City staff, or applicant team members have any questions about our requests, please do not hesitate to reach out to me at [REDACTED]

[REDACTED] Thank you for your time and consideration.

Sincerely,

Kara Vernor
Executive Director, Napa County Bicycle Coalition

Dear Planning Commission,

I live in Alta Heights. My bicycle is my main method of transporation in Napa. I ride up and down Silverado Trail a lot going to and from work projects, friends houses, and tennis. Its dangerous, but it is a main transporation artery with no easy alternative routes. The city's general plan designates it for planned class II bike lanes the entire length. My recollection is that the city has had it designated as a future class II for the last 20, maybe 30 years, but nothing has been done to improve bicycle safety.

Two projects fronting Silverado Trail are on the planning commission agenda on 10/17/24.

1802 Silverado Trail project: The draft resolution item 16a states “the applicant shall design and construct frontage improvements along the Project's public street frontage consistent with CON standards”. However, it also states in item 16d that “curb, gutter or sidewalk improvements will not be required along Silverado Trail”. So, basically the report says that this project does not have to meet city standards! Why? This section of Silverado Trail has no bike lanes, is dangerous, is planned per the General Plan to have bike lanes... but the project report recommends the city approve this project while not following its own standards. This is wrong and the planning commission should not approve the project without forcing bike lanes on Silverado Trail.

APN: 052-010-011 (glamping resort) project: A draft resolution states that “the project design is consistent with the Napa 2024 General Plan”. However, the project proposes no improvements to Silverado Trail which is inconsistent with the General Plan. The general plan calls for class II bike lanes both sides of Silverado Trail. The reports note the “project enhances pedestrian connectivity with the 5' wide proposed public walking path”. However, there are no improvements to facilitate bicycle transportation. This project will add vehicle traffic to Silverado Trail and probably add a lot of bicycle use on Silverado Trail since tourists staying there will adventure out on bikes with no safe passage to a bike route or trail. This project to be consistent with Napa's General Plan needs to add class II bike lanes to both sides of Silverado Trail. A separate 10'-12' wide paved multi-use path for both bikes and pedestrians would be great but it should be able to continue all the way to Lincoln so northbound bikes could cross-over to use it or have a cross walk at the southern end. Also, it would have to include some maintenance agreement so it doesn't end up in disrepair like the current paths adjacent Riverpoint Resort or Copia.

Personally, the 0.6 mile section on Silverado Trail between East Avenue and Hagen Road is the scariest section of road that I ever bicycle on in Napa. Installing bike lanes along the frontages of these projects would fix about two-thirds of this section and the worst part. Please help make biking safer in Napa by following the General Plan and amending these projects.

Thanks,
Terry Tracy

[Redacted]
Napa, CA 94559
[Redacted]

City of Napa street standards drawing S-6A shows street size, width, and bike lanes for major arterials and refers to the general plan future bikeway map (figure 3-5 ...actually 3-2) for required bike lanes

Mayra Espinoza

From: Clerk
Sent: Thursday, October 17, 2024 10:34 AM
To: Mayra Espinoza
Subject: FW: In Support of The Grange Project on Silverado Trail



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: Shane Soldinger <[REDACTED]>
Sent: Wednesday, October 16, 2024 5:06 PM
To: Clerk <clerk@cityofnapa.org>
Subject: In Support of The Grange Project on Silverado Trail

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Planning Commissions Members:

I am writing to you today to express my support for the Grange Project on Silverado Trail. I am a long time Napa resident and I believe that this type of project would be a wonderful addition to the Napa community.

Aside from offering a fun, unique and nature based experience, it would also offer visitors a much more affordable lodging option vs the extremely high, and in many cases, cost prohibitive hotel rates that currently exist throughout the Napa Valley.

I can also speak from experience about the quality of this kind of project as my family and I recently stayed at the Autocamp in Yosemite. We had a fantastic time and it exceeded all of our expectations. Everything was really well done, thoughtful, clean, high quality, quiet and relaxing.

I 100% support this project and vision and certainly hope that you will vote to approve.

Sincerely,

Shane Soldinger
[REDACTED]

October 16, 2024

Re: Commission Meeting Agenda Number 7A
Project title: The Grange

Subtitles:

Zoning Text Amendment
(PL22-0120) West side of Silverado Trail between Hagen Rd and Stonecrest Dr.

CEQA Determination (IS/MND)

This letter supports the project referenced above and entitled : The Grange.

I have lived in Napa for seventy years watching many, many types of projects and changes to the city. Many previous projects approved aimed at expensive high-end experiences. The character of many of these projects has nearly saturated our town and our surrounding county areas with experiences for exclusivity.

Many projects in the city lack the scope of quality that include a natural setting as this project aims to do. The Grange will draw in families and those seeking to spend time in Napa with less fanfare. This project will invite inclusivity and welcome locals as well.

Too often the City of Napa spends time and money bringing about projects that can only be enjoyed by the very wealthy. This project is more inclusive to family activities, supports social responsibility and invites a more natural experience. As well, The Grange will maintain the basic character of the land it situates. What could be better?

I believe this project should be supported and approved.

Thank you for your time in reading this letter.

Sincerely,



Shelly Monte
[REDACTED]
Napa, CA

Mayra Espinoza

From: Michael Allen
Sent: Thursday, October 17, 2024 10:26 AM
To: Mayra Espinoza
Cc: Ryder Dilley
Subject: FW: Grange Project on Silverado Trail

Michael Allen
Senior Planner, Planning Division

From: Josh Phelps [REDACTED]
Sent: Thursday, October 17, 2024 9:36 AM
To: Michael Allen <mallen@cityofnapa.org>
Subject: Grange Project on Silverado Trail

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Planning Commission Members,

I am writing today to express my support of the Grange/Auto Camp Project on the Silverado Trail.

I believe that this project is the perfect addition to downtown Napa and will provide an affordable alternative to much of the high-priced Napa lodging options therefore opening up the Napa Valley experience to a younger clientele. As a Napa Valley native, this is super important to me and my business.

I also look forward to having this space as a place for locals to use and enjoy v. another site where luxury homes will be built.

I hope you will vote to approve this project!

Josh



JOSH PHELPS

OWNER / WINEMAKER | GROUNDED WINE CO
(707) 287-2489 | josh@groundedwineco.com
Groundedwineco.com



Dear Planning Commissions Members:

TO GLAMP OR NOT TO GLAMP

I am writing today to support the Grange project on Silverado Trail.

This project will bring a well-needed alternative and lower cost option to Napa Valley where the prices to come and stay have ballooned since the pandemic. These high prices are impacting local business and restaurants as less people are now coming to Napa.

I believe this project is well conceived and respects the outdoor environment as it includes very little structure and retains virtually all of the amazing oaks on the land.

Finally, this project will also serve as an amenity to locals and visitors alike versus the alternative of four luxury estate lots that would serve very few. And, it will get people outside which is a bonus.

We support this project and vision and hope that you will vote to approve.

Sincerely,

Erin Martin

El Presidente

A handwritten signature in blue ink, appearing to be 'Erin Martin', written over the printed name. The signature is fluid and cursive.

Erin Martin :



Mayra Espinoza

From: Clerk
Sent: Thursday, October 17, 2024 10:33 AM
To: Mayra Espinoza
Subject: FW: Glamping project



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: Michael Leblanc <[REDACTED]>

Sent: Thursday, October 17, 2024 9:14 AM
To: Clerk <clerk@cityofnapa.org>
Subject: Glamping project

[EXTERNAL]

Dear Planning Commissioners,

I would like to express my support for the Grange Glamping Project being considered at the Planning Commission meeting this week. As an owner at Ace and Vine, the casino and restaurant are located just a short distance from this proposed project. We would welcome this unique project that will attract a new type of guest and their families to Napa. The small businesses in Napa, especially the hospitality and restaurants, could use more foot traffic and we think this project in this location is a perfect fit.

I've driven by this site several times and am glad to see that the project design will remove minimal trees and respect the land more than a housing project might. I applaud the design team for working with the City on a solution for accommodating the flooding and removal of units from the flood areas. At Ace and Vine we are very aware of the impacts of flooding since our business is impacted by the river flooding too.

Thanks for your consideration.

Mike LeBlanc

Mayra Espinoza

From: Clerk
Sent: Thursday, October 17, 2024 10:34 AM
To: Mayra Espinoza
Subject: FW: Support Letter for The Grange Napa Valley



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: Sam Kaplan <[REDACTED]>

Sent: Thursday, October 17, 2024 8:10 AM
To: Clerk <clerk@cityofnapa.org>
Subject: Support Letter for The Grange Napa Valley

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Planning Commission Members,

I'm writing to support the very refreshing new concept, the Grange Napa Valley, to our city. Having experienced these type of properties in many other states in the past, both in the US and Europe, I can tell you these are a hit. They offer a great way to enjoy the natural environment in a new fun way, tend to attract families, and visitors that prefer a more laid back way to explore a new place—without the price tag of a hotel (which we know is very expensive here in Napa). I know the site well, and it is a terrific spot and land use for this project, verse monster estate homes which we don't need. Bringing people to the valley in a more affordable way will allow these visitors to support the local restaurants and family owned wineries which are truly the heartbeat of the Napa Valley. Let's get this approved and have a fun new spot in the valley! Seems like a breath of fresh air to me!

Thank you,

Sam Kaplan

Mayra Espinoza

From: Clerk
Sent: Thursday, October 17, 2024 10:33 AM
To: Mayra Espinoza
Subject: FW: letter of support for the Grange Glamping Project



Samantha Pascoe
Deputy City Clerk
Pronouns: She/her
City of Napa – City Hall
955 School Street, Napa, CA 94559
Phone (707) 257-9622
Email spascoe@cityofnapa.org
Website www.cityofnapa.org

From: Michael Holcomb [REDACTED] >

Sent: Thursday, October 17, 2024 9:23 AM
To: Clerk <clerk@cityofnapa.org>
Subject: letter of support for the Grange Glamping Project

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Dear Commissioners,

I wanted to pass along my support for the glamping project that will be reviewed at this week’s Planning Commission. As a local real estate agent and developer I’ve known about this property for decades and heard many ideas of what this property could be. It is a beautiful site and I believe the glamping use proposed will preserve a majority of the natural elements while also serving the needs of the community by offering a different experience. I look forward to seeing families use this facility and also welcome the opportunity to use the resort pass for my family and I to also enjoy the outdoor experience offered at the site. This project is exactly what we need here in Napa. Please consider supporting this proposal.

Sincerely,

Michael Holcomb



MEMO

TO: CHAIR SHOTWELL, MEMBERS OF THE PLANNING COMMISSION
FROM: RYDER DILLEY, ASSOCIATE PLANNER
DATE: OCTOBER 17, 2024
SUBJECT: THE GRANGE ZONING TEXT AMENDMENT (Project No. PL22-0120)

Following the publication of the October 17, 2024, Planning Commission agenda, additional correspondence was received for consideration for The Grange (ZTA) project (PL22-0120), identified as Public Hearing Item 7. A.

The correspondence includes letters and correspondence from the following attached to this memorandum.

- Janet Fletcher (10-17-24)
- Shinnamon Family (10-17-24)
- Charles Gravette (10-17-24)
- Craig and Jane Songer (10-17-24)

Mayra Espinoza

From: Janet Fletcher <[REDACTED]>
Sent: Thursday, October 17, 2024 2:25 PM
To: Mayra Espinoza
Subject: Glamping Proposal on Silverado Trail

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[EXTERNAL]

Hello,

My husband and I have resided at [REDACTED] in Napa for 26 years. Over that time, we have watched northbound and southbound traffic on Silverado Trail get progressively worse.

I am writing to express my dismay over the “glamping” proposal for the 12-acre parcel on Silverado Trail just north of Stonecrest Drive. This is a terrible idea that will only increase traffic congestion and traffic accidents. That stretch of the Trail is already dangerous because it curves and there are blind spots. The idea of RVs pulling into and out of the campground at that point is frightening. It will not be safe. There will be accidents. I already have to drive aggressively to turn left off my street onto the Trail in the afternoon.

People foolishly seem to think that “glamping” is glamorous. This is not so. We’re talking about RVs, tents and yurts adjacent to a desirable, quiet, beautiful neighborhood of single-family homes. This development, if approved, is certain to diminish property values and quality of life in the neighborhood.

I urge you to reject this proposal.

Janet Fletcher
[REDACTED]
[REDACTED]

Shinnamon Family

██████████
Napa, CA 94558

October 16, 2024

Napa City Planning Commission
Napa City Hall
Napa, CA 94559

Re: The Grange Campground Hotel

Via Email: mespinoza@cityofnapa.org

Dear Chair Shotwell and Commissioners,

We are sad to see this “wild” section of our community taken over for development. It has wetlands, riparian habitat, wild turkeys, deer, nesting birds, and other critters. That richness will be lost forever.

We aren't eager to see the Silverado Trail property developed, yet we must say that the “Grange Campground” is a very creative and thoughtful use of the land. If the land is going to be used, this is probably the best one we might think of.

We and many of our neighbors have very significant concerns about several important issues about the proposal and we hope that you will take those concerns into account as you deliberate the project.

- A key and very important issue: This is a *Hotel* that is being very imaginatively and thoughtfully laid out with Airstream trailers, Yurts, platform tents, and very handsome buildings. But it is a commercial hotel and should be treated as such. All impacts, measurements, standards, fees, etc, should be based on that premise. The development should be held to the same standards as other commercial projects.
- Silverado Trail is a **very dangerous** street. There are no safe areas between Stonecrest Drive and Trancas Street to walk or bicycle. A friend was killed in a traffic accident right at the proposed driveway location. We are deeply concerned about traffic impacts and safety as well as pedestrian and bicycle safety. We and many neighbors use Silverado Trail every day and we experience traffic that is often stop and go. There is little room to pass when there is an obstacle like a garbage truck and traffic will back up for hundreds of yards. For safety reasons, we strongly encourage the inclusion of a left turn lane to serve the project as well as a bike lane on its frontage. We include more details below.
- Bicycle and pedestrian safety should be paramount. Why are they not required to build a bike lane on Silverado Trail? Why should we citizens have to install a bike lane along their frontage in the future when they should do so now? Will the pedestrian path be open to the public? Who maintains it into the future?
- Wetlands and other biological issues. Given that they will need to gain Corps of Engineers and California Division of Fish and Wildlife approval to fill in the jurisdictional wetlands, what happens if they cannot gain approval in a reasonable time frame? Do they have to reduce the number of units on site? Do they design a new layout that needs Planning Commission review and approval?
- Undergrounding of utilities. The approved Parcel Map for the property required the undergrounding of all utilities. If that was required for a division of land into only four lots, it should certainly be required for a more impactful commercial development.
- Future termination of the “Glamping” usage. Please provide assurance or modify language in the proposed Zoning Text Amendment that clearly outlines that the property reverts to open space if the

“Glamping” usage terminates. We don’t want to see, for example, a future proposal to shift to a stick-built hotel or some other type of encampment without full City and public review.

Traffic Details: We know of at least two automobile deaths along the project frontage; a friend was killed in an accident twenty five years ago right where the new driveway is proposed and a young man was also killed near the southern end of the property. We acknowledge that these were in the past yet they are on a stretch of highway that has only gotten busier.

The Traffic Study uses a “hotel” designation for its consideration of traffic movements. But that specific designation presumes a hotel in the middle of town where many guests are going to walk to dinner, shops, etc. This site’s location and the lack of safe walking and bike routes anywhere will lead guests to use their cars for almost every trip. Yes, there will be a few intrepid souls who will ride a bike on the Trail but the majority will drive. In our view, the peak hour in / out volumes shown in the Traffic Study don’t account for these increased trips for the guests who cannot or won’t walk or bike to dinner, etc.

Further, when we looked at Traffic Study, we noted that the counts were taken on the weekend after the 2023 Memorial Day / Bottle Rock weekend when tourist traffic was certainly less than normal. Further, the counts also don’t include school traffic or work commuters. We believe that there is a need for further traffic study including an operational analysis as detailed in City standards. When combined with the 2023 dates chosen for traffic counts along with the need to take a closer look at the in / out trips during peak hours, such analysis is essential. We believe such an updated analysis will lead to the conclusion that a left turn lane is clearly needed.

City Standards: As noted above, this project should be seen as a commercial hotel and it should be held to the same standards and fees as any other hotel.

In the Draft Resolution, for example, Street Improvement Fees are calculated using the Land Use category of “Recreation”. When we delved into the City’s Schedule of Fees, there is no specific “Recreation” use. There is a “Golf Course” use and the Street Improvement fees outlined on Page 18 appear to be the same as for a “Golf Course”. Traffic for a “Golf Course” and a “hotel” are very different and fees should be ascribed differently.

As we said initially, we are saddened to see this wild land develop. Yet, if it is to be developed, this is a very imaginative and thoughtful use of the property. We very much like the buildings designed by Kelly Morgan Architects and are pleased that the Draft Resolution clearly outlines that all buildings must substantially conform to the designs presented to you. We only ask that you take into consideration our significant concerns about traffic safety, conformance to commercial hotel standards, and the other issues outlined above.

Thank you for your consideration.

Sincerely,

Felicia and Chuck

Felicia and Chuck Shinnamon

Mayra Espinoza

From: Charles Gravett <[REDACTED]>
Sent: Thursday, October 17, 2024 3:03 PM
To: Mayra Espinoza
Subject: Glamping project on Silverado Trail

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Hey , Planning Commission Members,

Chuck Gravett, here, of [REDACTED] That is in Stonecrest, right up the street from the project.

While I am not particularly overwhelmed with the project, it seems to me that a, perhaps **the**, critical issue is traffic and pedestrian safety on Silverado Trail at and around the project.

Given where I live, I use Silverado Trail frequently. In that area, often there is barely enough room for the cars. A big 18 wheeler or a grape hauler with two trailers makes for a very crowded road — and generates a lot of anxiety about whether there is enough room for the traffic, especially in the north bound lane. Throw in a bicyclist or two, and tere are places where ikt does not feel like there is enough room for everyone, putting walkers and bicyclists at risk. That road needs to be widened at it stands now; traffic from the proposed project will only escalate the situation from difficult to intolerable.

That stretch of road during the morning and, especially, afternoon commuting hours is very crowded. Trying to get out of Stonecrest on either Stonecrest or Ashler seems to take forever. Often it is easier to go into the left turn lane on southbound Silverado and turn onto East Ave. and go to the Lincoln/Silverado stop light just to get out.

Adding cars from the staff and guests of a 100 room facility will only add to the traffic burdens of the folks in Stonecrest and danger to those trying to walk or bike on Silverado Trail. Of course, as you know, Silverado Trail is a popular bike route.

And, don't forget the wildlife living on the proposed property.

Additionally, you must consider the impact of the proposed project at the corner of Silverado Trail and Stonecrest because one project will inevitably exacerbate the impact of the other.

Thanks,

Charles Gravett

Dear Chair Shotwell and Commissioners,

We are writing to express our opposition for the Grange Project – Agenda Item 7. A for your meeting on 10/17/24.

First, it should be simple to deny this application simply by looking at the traffic that backs up on the Silverado Trail from Lincoln all the way to Trancas and lasts for several hours during the morning and afternoon commutes.

We live in the Stonecrest Subdivision and would be highly impacted negatively by the increase in traffic from this project, compounded by the proposed Altamura Project and the proposed apartment complex just north of Lincoln on the west side of the Silverado Trail.

Since there are no connecting sidewalks to the north or south of the site along the Silverado Trail, traffic would be increased by the people staying at the Range to leave and come back to the site after, doing touristy things, and even for simple items necessary for camping and everyday uses, such as purchasing food and sundry products. There is not a bike trail from the site, so that people would be encouraged to ride a bike and leave their cars at the site.

The letter from NapaSan dated July 31, 2024, should be a real wake-up call to all of you and I urge you to read it – for example, who will pay for item # 2 – projected sewer flows at a greater intensity?

We have also noticed that the whole area floods during the winter time not just the wetlands areas.

Finally, if drive- through food places are being rejected by the City of Napa, how can this project with camp fires, barbecue areas, not to mention the additional vehicles on the trail and on the site that will be idling because they are backed up in traffic.

We urge you to reject this project

Craig and Jane Songer



MEMO

TO: CHAIR SHOTWELL, MEMBERS OF THE PLANNING COMMISSION
FROM: RYDER DILLEY, ASSOCIATE PLANNER
DATE: OCTOBER 18, 2024
SUBJECT: THE GRANGE ZONING TEXT AMENDMENT (Project No. PL22-0120)

Following the publication of the Planning Commission agenda on October 17, 2024, additional correspondence was received after the 4 PM deadline on the day of the meeting. This correspondence pertains to The Grange (ZTA) project (PL22-0120), which is identified as Public Hearing Item 7. A.

The correspondence includes letters and correspondence from the following attached to this memorandum.

- Sandy Callahan (10-17-24)
- Chris Malan (10-17-24)

Mayra Espinoza

From: [REDACTED]
Sent: Thursday, October 17, 2024 5:02 PM
To: Mayra Espinoza
Subject: Grange Glamping Campground

You don't often get email from [REDACTED] [Learn why this is important](#)

[EXTERNAL]

Napa City Planning Commission
City Hall
Napa, California 94559

On any given day at varying times, I and my Stonecrest neighbors wait interminable periods of time to exit our neighborhood due to a solid backup from Lincoln Avenue back beyond the Hagen stoplight. Without substantial infrastructure improvements, this situation will be significantly impacted by the proposed use. A left turn lane, at the very least, is essential. There is virtually little to no shoulder to the road in this area so the sidewalk will be an interesting feature. It is exasperating to see project after project approved with no improvement in traffic lights, roads and infrastructure.

I watched the many attempts to successfully evacuate the vacation home complex on Lincoln Avenue. The effort failed multiple times and when it did succeed, it seemed like a cherry picked time.

It would be nice if the welfare of existing Napa residents were considered before promoting projects that produce TOT.

Sandra D. Callahan

[REDACTED]
Napa, Ca 94559
[REDACTED]
[REDACTED]



INSTITUTE FOR CONSERVATION ADVOCACY RESEARCH AND EDUCATION

ICARE

PO BOX 4256

NAPA, CA. 94558

icarenapa.org

The Institute for Conservation Advocacy Research & Education, (ICARE) established in 2004, is a non profit community-based organization located in Napa County, California. ICARE's mission is to restore and conserve the biological integrity and ecosystems health of watersheds, the Napa River estuary and the greater San Francisco Bay Area through science-based advocacy, research and education.

October 16, 2024

City of Napa
Planning Department
1600 1st Street
Napa, Ca.
94559
Ryder Dilley
Associate
Planner

Re: Grange Campground #4122075.0 Mitigated Negative Declaration comments

Attention Napa City Planning Department, City Council and Applicant:

That this project is being proposed instead of what the current zoning is: Very Low Density Residential/ 2 houses per acre for a possible total of 24 units on these 12.5 acres makes the Grange Campground the preferred project under CEQA as it is low impact construction. ICARE supports the zoning amendment and use permit application for these reasons:

- 1. This project is low impact construction with pervious services.**
- 2. There is significant remaining groundwater percolation available given the project.**
- 3. Much of the parcels wildlife natural vegetation will be preserved and offers an affordable unique camping or glamping experience to the public, especially families.**

Note: the Grange Campground is uniquely beautiful and full of wildlife that offers this camping experience within the Napa City limits.

This project could benefit environmentally with further mitigations.

Mitigated Negative Declaration for the Grange Campground
Comments:

1. The County of Napa is in design review regarding the Suscol area flood project that is adjacent to this project. There will be a flood wall on the west bank of the Napa River across from Milliken Creek confluence and only 500 feet from the Grange Campground. Are there hydrologic impacts to this property given this?
2. Add mitigations for threatened steelhead known to migrate, spawn and rear year around in Milliken Creek.
3. Add mitigations for California Western Pond Turtle.
4. Were surveys done for Swainson's Hawk as requested by the Department of Fish and Wildlife? What are the mitigations if need be?
5. Change mitigations from off site of the project to on site (Napa River watershed) to benefit the endangered, threatened and species of concern in the Napa River watershed.
6. Climate change is threatening all species and causing listed species on the ESA to be further imperiled. Catastrophic storms and devastating droughts are killing people around the planet daily. We must eliminate all sources of green house gases ASAP. Therefore there should be no camp fires not only due to green house gases, but we do not want any additional threats with wildfires. All barbecues, should be electric.
7. The closest Indigenous First People of Napa are the Mishewal Wappo of Alexander Valley and the Tribal Historical Preservation Officer/THPO, is Tektekh Gabaldon and shouldn't this possible error be corrected in the process of overseeing any sensitive cultural and archeological findings?
8. In the Storm Water Plan terminology regarding pesticides it leaves room that they could be used. Change to no pesticides or herbicides or biocides will be used due to endangered, threatened and species of concern. Furthermore, to promote a healthy place for kids and pets, strong language to prevent there use in the Plan should be done.

Will the City of Napa provide response to comments given this pubic hearing? It is noted that the City's website says the close of comment has passed. The City should post our comments to the project website accordingly.

Chris Malan
Executive Director
Institute for Conservation Advocacy Research and Education
ICARE

