

“C”

Public Comments

From: [Morrison, David](#)
To: [Bordona, Brian](#); [Gallina, Charlene](#)
Subject: FW: Oak Knoll Hotel Project Support Letter
Date: Tuesday, January 14, 2020 1:41:34 PM

From: Sam Kaplan <sam@maxemwine.com>
Sent: Tuesday, January 14, 2020 1:31 PM
To: Ayers, Dana <Dana.Ayers@countyofnapa.org>; Gallina, Charlene <Charlene.Gallina@countyofnapa.org>; Morrison, David <David.Morrison@countyofnapa.org>
Subject: Oak Knoll Hotel Project Support Letter

Hello,

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA. This project will be a great addition to our valley in many ways including:

1. I think the central location will encourage the use of the bike trail which is the best way to see so much of the valley, be it Yountville or riding down to Napa, the visitors will be interacting with so many locals using the trail as well.
2. Upgrading a property that has been dormant and a major eyesore for decades; this property is at an entry point to the valley and needs to be dealt with. I think the architect is very talented and thoughtful in design and we will therefore reap the benefits of looking at this hotel for years to come instead of what is currently there.

I think overall design aesthetic and smart positioning of the hotel, I would strongly encourage you to support and approve the project.

Best Regards,

Sam L. Kaplan

Ayers, Dana

From: Michael Roche <michael@lifeandbranding.com>
Sent: Monday, January 13, 2020 12:43 PM
To: Ayers, Dana; Gallina, Charlene; Morrison, David; joellegPC@gmail.com; Whitmer, David; anne.cottrell@lucene.com; Mazotti, Andrew; JeriGillPC@outlook.com; Tijero, Jesus; supervisor@dianedillon.net; Cortez, Nelson
Subject: Proposed Oak Knoll Hotel project

Dear Commissioners, Supervisors and Planners

I am writing to convey my deepest support for the Boutique Hotel proposed for the 5091 Solano Avenue site on the west side of Highway 29. As an architect and resident of the Napa valley for the past 16 years I am often concerned about the types of projects that get approval and realized. The project sense of scale, environmental impact and overall fit are key too keeping the true essence of the Napa Valley intact both now and in the future.

The Knoll House's specific sensitive approach to scale 50 rooms and 100 seat restaurant and agrarian materiality all seem a perfect fit to improve the now deteriorating building that occupies the site. The Oak Knoll area is also a perfect location for a project of this sort as the east side of the highway currently houses more business. The most exciting component is the intentional integration with the newly completed segment of the Napa Vine Trail. It takes great vision to ensure that the project is a friend to the alternative transportations systems specifically bikes and pedestrians.

Finally, I'm also very encouraged that the team of individuals who's dream of seeing this spirited project come to life also find their home in the Napa Valley. Far to many local projects are authored remotely by outside parties more concerned with making profits than building community as the Knoll House undoubtedly will.

Sincerely,

Michael Roché

Designer
Napa Valley Resident

From: [Gary Dougherty](#)
To: [Gallina, Charlene](#)
Subject: Oak Knoll Resort, LLC/ Oak Knoll, use permit application NO. P14-00215-UP - FEIR
Date: Thursday, January 2, 2020 7:20:18 AM

Ms. Gallina,

I live at Napa Valley Mobile Home Park (1140 Orchard Ave) at 192 Daisy Drive. I have read the original plan for this proposed Hotel/Resort. My biggest concern was the noise coming from the upper level outdoor entertainment venue. We live in a quiet agriculture/ residential area of Napa. The noise from a outdoor venue would disrupt the relative quiet in our neighborhood. I know from speaking with other neighbors in our mobile home park and hearing from neighbors outside our park that most everyone is opposed to a hotel being built in our neighborhood ESPECIALLY with a outdoor entertainment venue. The noise travels very easily in this area. The last thing any of us Napa residents need is to be disturbed by noise coming from parties at this resort. It's the wrong place for a hotel let alone outdoor parties. I've lived in Napa 40 years and would be extremely annoyed to be disturbed at my residence by outdoor parties, day or night.

My other concern is traffic along Solano Ave. Additional traffic alone will cause more noise and congestion. We already have the senior living project at Justin Siena opening soon that will cause more traffic along Solano Ave.

Thank you for considering my serious concerns about noise and traffic congestion regarding this project.

Sincerely,

Laura McGinn-Dougherty

Sent from my iPad

From: [Planning](#)
To: [Morrison, David](#); [Gallina, Charlene](#); [Bordona, Brian](#)
Subject: FW: Oak Knoll Hotel - please approve!
Date: Monday, December 30, 2019 8:14:35 AM

*Terri Abraham
Planner*

*Napa County Planning, Building and Environmental Services Department
1195 Third St., Suite 210
Napa CA 94559
707.299.1331
707.299.4075 direct fax*

County Web site www.countyofnapa.org

The happiest people don't have the best of everything. They just make the best of everything they have. Live simply, love generously, care deeply, and speak kindly.

From: Mike Depatie <mike.depatie@khpcp.com>
Sent: Friday, December 27, 2019 2:36 PM
To: Planning <planning@countyofnapa.org>
Subject: Oak Knoll Hotel - please approve!

December 27, 2019

RE: OAK KNOLL HOTEL

ATTN: Napa County Supervisors, Planning Commissioners and Planning Department

To Whom it May Concern:

I am soon to be a resident of 5450 Trubody Lane in Napa. I am building a house at that address and I am expecting to move in shortly. I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa directly across the street from my property.

This project will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for decades;
- Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail;
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements;
- By providing a place for residents of the Oak Knoll area and beyond to come to dine and

gather together;

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, we would strongly encourage you to support and approve the project.

Sincerely,

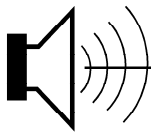
Michael Depatie

Michael Depatie

Managing Partner

KHP Capital Partners

101 California Street, Suite 980 | San Francisco, CA 94111
D. (415) 944.1582 | O. (415) 868.4888 Cell 415-218-4931
E. mike.depatie@khpcp.com | [vCard](#)



December 20, 2019

Mr. Brian Russell
Napa Land Law
Submitted via email: napalandlaw@gmail.com

Subject: Bollard Acoustical Consultants, Inc. (BAC) responses to the *Technical Peer Review of Bollard Acoustical Consultants' Oak Knoll Hotel Events Environmental Noise Assessment (Ascent Environmental – August 22, 2019)*.

Dear Mr. Russell,

Pursuant to your request, Bollard Acoustical Consultants, Inc. (BAC) has prepared this letter to provide responses to comments provided by Ascent Environmental on the above referenced noise study prepared by BAC. Ascent's comments and BAC's responses follow:

Comments Pertaining to Existing Ambient Noise Environment at Nearest Residences

The Ascent review notes that BAC conducted ambient noise monitoring to quantify baseline conditions, but noted that the meteorological conditions (i.e., temperatures, wind speeds, precipitation) present during the surveys were not provided in the BAC analysis. Ascent recommended that a description of the meteorological conditions present during the noise monitoring be provided in order to ensure the noise measurements are reliable and accurate.

BAC Response: The weather conditions present during the ambient noise survey period are provided as Attachment A to this letter. As shown in Attachment A, there were no anomalous or extreme weather conditions present during the survey period which would have led to unreliable ambient noise measurement results.

The Ascent review questions why the noise monitoring was conducted over a Friday, Saturday, and Sunday (i.e., Friday, March 8 through Sunday, March 10, 2019) period. Ascent requested that an explanation be provided for why noise monitoring was performed during this time period (Friday and weekend) instead of during typical weekdays (i.e., Monday through Thursday) when traffic volumes would typically be highest; and thus, traffic noise would be the loudest.

BAC Response: The rationale for monitoring the Friday, Saturday and Sunday period was two-fold. First, the highest number of amplified music events are expected to occur during weekend periods. As a result, it is important for CEQA purposes to quantify ambient conditions during periods when potential impacts, should they occur, would be most likely. Second, through Ascent's acknowledgement, traffic volumes on Highway 29 would be higher during the weekday periods than during weekend periods. Because the ambient is defined by Highway 29 traffic, it follows that ambient conditions would be higher during weekday periods than weekend periods. By assessing project noise impacts against lower ambient conditions present during weekends, a greater differential between the project's noise generation and ambient conditions is achieved, thereby resulting in a more conservative assessment of project impacts. Had BAC used the higher ambient conditions present during the weekday periods, it is possible that the BAC analysis would have *understated* the potential noise impacts of the project. Therefore, BAC's use of the weekend period for the assessment of ambient conditions was appropriate for both reasons given.

Comments Pertaining to Noise Standards Applicable to Oak Knoll Special Events

Ascent confirmed that the all goals, policies, and regulations presented in the Bollard environmental noise assessment are consistent with, and contained within Section 3.7.2, "Regulatory Setting," of the DEIR for the project. The Ascent review also confirmed that satisfaction of the County's exterior noise level limits would ensure compliance with the County's interior noise level standards, and noted that the Ascent DEIR section did, nonetheless, include an evaluation of interior noise levels and that their analysis provided quantitative evidence that satisfaction with the County's exterior noise level limits would in fact ensure compliance with the County's interior noise level standards. Finally, Ascent agrees with BAC's application of a 5 dB more restrictive noise standard during daytime hours because the noise source in question consists of speech and music.

BAC Response: Because there is agreement between Ascent and BAC with respect to the noise standards applied in BAC's noise assessment, no additional response or information is required.

Comments Pertaining to Analysis of Special Event Noise Generation – Assumptions and Modeling

BAC and Ascent agree that, as part of the project, the outdoor area in the immediate vicinity of the proposed restaurant would periodically be used for special events and the use of amplified music would occur during some of the special events.

Ascent states that information regarding speaker orientation was not included in the Project Description used for the preparation of the DEIR. Therefore, under the County's direction, Ascent analyzed the potential noise impacts associated with amplified music and/or speech in a conservative manner, using worst-case assumptions regarding speaker orientation. In response to BAC's statement that speakers are highly directional, and that sideline noise exposure has been measured by BAC staff to be 10 dB lower than the exposure of a person with direct exposure to the front of the speaker, Ascent recommended that BAC provide additional evidence to support this claim.

Ascent confirms that, based on principles of sound propagation, and more specifically geometric spreading, BAC correctly assumed that sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. However, Ascent requested additional supporting information regarding the assumption that typical sound levels from amplified music would be 75 dBA at 50 feet from where the speakers are located.

Ascent acknowledged that intervening structures would provide additional noise attenuation if they break the line of sight between the noise sources (i.e., the amplification system speakers) and the sensitive receptors. However, Ascent notes that it cannot be assured that amplified sound would not be generated on the portion of the exterior terrace located on the western side of the restaurant building, where there would be no intervening structures between the amplified sound and the nearest sensitive receptor.

BAC Response:

Attenuation due to Loudspeaker Directionality:

The project applicants have stated that they are willing to be conditioned to orient speakers used for special events such that the speakers would face east, west, or south, but not north towards the nearest residences. That orientation would be such that the nearest residences to the north would have sideline (90 degrees off axis) exposure, or rear exposure, to the speakers.

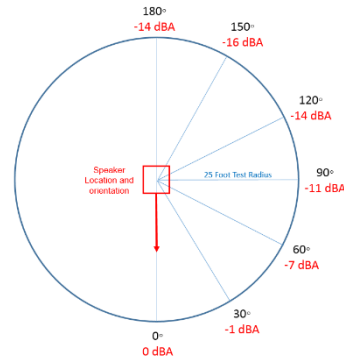
At low frequencies (i.e. 63 – 125 hertz), loudspeakers are not particularly directional. However, at mid and high frequencies, loudspeaker intensity drops off considerably at off-axis positions, including substantial decreases in sound intensity at positions behind the loudspeaker. BAC conducted acoustical testing to quantify the decrease in sideline sound levels which can generally be expected for commercial loudspeakers of the type which would be used for a venue of this size. Specifically, BAC placed a Yamaha MSR 400 watt amplified speaker in the center of an open area

and conducted sound level testing at equally spaced distances (25 feet from the speaker) and angles (30 degree increments from 0 to 180 degrees), on October 17, 2019. Figure 1 shows a photograph of the test configuration and Figure 2 provides a schematic of the test locations and indicates the decrease in A-weighted sound pressure levels by position.

Figure 1 – Speaker Directionality Test Photo



Figure 2 – Speaker Directionality Test Results



As indicated by Figure 2, the decrease in sound levels at a position 90 degrees off-axis of the speaker orientation was 11 dBA. This information supports BAC’s assertion that speaker directionality at the project site will result in a 10 dB reduction in sound level in the direction of the nearest residences to the north.

Typical Sound Levels for Events:

As with any venue which incorporates sound amplification systems, the sound output of the venue will depend largely on the size of the venue and amplifier settings of the system. For smaller venues such as the proposed Oak Knoll site, the event participants would be located in relatively close proximity to the sound system. As a result, the average distance from the speakers to the patrons is expected to be approximately 50 feet. At this relatively short distance, lower speaker volume levels would be required to maintain suitable listening conditions within the event area.

BAC has conducted sound level measurements at various small entertainment venues in recent years. Table 1 shows the sound levels measured at each venue.

Table 1 Measured Amplified Music Sound Levels at Various Comparably Sized Venues			
Location	Measurement Distance	Measured Levels, dBA	
		Lmax	Leq
Gold Hill Gardens - Placer County, CA	75	76	72
PJ's at Gray's Crossing – Truckee, CA	50	80	75
Sheldon Inn – Elk Grove, CA	85	79	69
Tahoe Donner Resort – Truckee, CA	40	77	75
Fruit Yard – Modesto, CA	100	78	70
Average of all venues at 50 ft. distance.	50	80	75

Notes: All data was collected by BAC staff using calibrated Type 1 sound level meters while amplified music was being played at the various venues. Crowd sizes present at the various venues ranged from approximately 50 to 200 persons. It should be noted that subwoofers were used at each of these locations.

The Table 1 data supports BAC’s use of a level of 75 dBA Leq at a reference distance of 50 feet from the speakers.

Shielding due to Speaker Placement Locations:

The project applicants have stated that they are willing to be conditioned such that speakers for special events must be located in an area which would be shielded from view of the nearest residences by intervening structures.

Comments Pertaining to Analysis of Special Event Noise Generation – Event Simulation

Ascent confirmed that the event simulation methodology was appropriate for determining the noise levels that would be generated during events at which amplified music and/or voices would occur, specific to the calibration of the amplification system and the orientation of the speakers. In addition, Ascent confirmed that the noise monitoring equipment was calibrated and deployed according to industry standards.

Ascent notes that the existing on-site buildings form a continuous barrier approximately 275 feet in length which completely obstructs the line of sight between where the event simulation was conducted and where all three of the nearest noise-sensitive receptors are located. As a result, while the project could potentially provide some degree of noise shielding; Ascent concluded that it is not likely to provide the same degree of shielding as the existing continuous 275-foot building façade because it would not result in a continuous building façade of the same scale. Therefore, it is the opinion of Ascent that the measured noise levels recorded during the event simulation are likely to be lower than if the same event simulation noise measurements were conducted with the project building placement and orientation.

Ascent notes that the Napa County exterior noise level standard applicable at the nearest residences is 45 L50 and the measurement location where the music was audible experienced noise levels of 47.4 L50, thereby exceeding the standard. Additionally, the summary of the simulated event noise measurements does not state the time at which the measurements were collected; and thus, Ascent cannot determine if the appropriate approach of conducting the measurements during the more noise sensitive evening hours when the existing ambient noise environment would be quietest (i.e., time period during which traffic noise is typically lower) was employed.

Finally, as described above, the shielding provided by the existing on-site buildings during the event simulation conducted by Bollard could provide a higher degree of attenuation; and thus, do not provide a comparable noise environment to that which would be present on-site during actual events with amplified music and/or voices at the proposed restaurant.

BAC Response: BAC acknowledges that the existing one-story structure present during the event simulation provided complete shielding of the sound system from view of the residents to the north. However, the project is proposing two and three-story buildings which would provide substantial shielding, considerable landscaping, and a property line fence where there is currently only a chain link fence. And as noted above, the project applicants are willing to be conditioned such that the speakers used in special events must be located so as to be shielded from view of the nearest residences to the north. Once line-of-sight between the noise source (speakers) and receptor (residences) has been interrupted by a structure, a minimum noise reduction of 5 dB will be achieved. BAC assumed 10 dB of attenuation due to the speakers being shielded by intervening structures. But even if that shielding only results in a minimum noise attenuation of 5 dB, the predicted noise levels due to amplified music would be 41 dBA, which is still below the applicable 45 dBA standard at the nearest residences.

The event simulation was conducted during the 11 am hour. Appendix C-4 shows that the measured ambient noise level at the site representing ambient conditions at the nearest residence to the north (measurement site 2), was approximately 50 dB L50 during the 11 am hour of Friday, March 8th. This level is consistent with the ambient level of 49.6 dBA measured at Site 3 when no music was being played on the day of the simulation. The measured level of 47.4 dB at Site 3 while music was being played indicated that there was a slight dip in ambient conditions during the simulation. Because the music played during the simulation was of a different frequency content than the background traffic noise, the music could be 10 dB below ambient conditions and still be

faintly audible. And because the measured sound levels did not change when music was introduced during the simulation, it can be concluded that the music levels were approximately 10 dB below the measured ambient conditions, or approximately 40 dBA or less. During the later evening hours, Appendices C-4 through C-6 indicate that measured median levels were approximately 45 dBA. As a result, even though ambient conditions would be lower during the evening periods when special events would occur, the sound generated by the music would still be 5 dB below that ambient condition, and still within compliance with the applicable 45 dB noise standard. Therefore, the reason that the measured level of 47.4 dB measured during the simulation exceeded 45 dB was entirely due to elevated background traffic noise levels from Highway 29, not due to the music.

Comments Pertaining to the Conclusions and Recommendations

Based on the event simulation conducted by BAC for the environmental noise assessment and modeling shown in the DEIR, it is Ascent's opinion that, with the appropriate speaker placement, speaker orientation, and amplification system calibration, the use of amplified music at the outdoor areas of the project restaurant could be conducted in compliance with County noise standards.

It is Ascent's recommendation that the environmental noise assessment be revised to provide substantial evidence to demonstrate that the existing on-site structures would provide a similar degree of shielding to that of the project buildings. If such evidence is not available, it is recommended that the event simulation noise monitoring be conducted using a more conservative methodology regarding speaker location.

Additionally, it is the opinion of Ascent that the event simulation and the associated noise measurements should be conducted during the more noise sensitive evening hours when the existing ambient noise environment would be quietest in order to provide a more conservative and project-specific event simulation.

Finally, it is recommended that Bollard provide substantiation all of the reference noise level assumptions, and that all reference noise levels be expressed using the appropriate metric throughout the environmental noise assessment.

BAC Response: BAC has provided substantiation for the reference noise levels used to model the amplified music generation of this facility, as well as substantiation for the speaker directionality offset used to model sound levels at the nearest residences.

As noted in a previous BAC response, with the proposed speaker orientation and shielding of event speakers by intervening buildings, the predicted music levels at the nearest residences would be below 40 dBA at the nearest residences, which is well below the applicable 45 dB noise level standard.

BAC disagrees with the Ascent recommendation that the event simulation and associated noise measurements should be conducted during the more noise-sensitive evening hours. While ambient noise levels were measured to be 5 dB lower during the evening hours than during the daytime hours, the sound levels generated by amplified music would still be approximately 40 dB, which is below both the evening ambient conditions and the applicable 45 dB standard.

Because the DEIR mitigation measure requires calibration of the sound system, and because the applicants are willing to be conditioned to procure a sound level meter and check sound levels at the property lines of the nearest residences to the north during events with amplified music, additional simulations or noise control measures are not warranted for this project.

Mr. Brian Russell
December 20, 2019
Page 6

This concludes BAC's responses to comments contained in Ascent's peer review. Please contact BAC at (916) 663-0500 or PaulB@bacnoise.com with any comments or questions regarding this letter.

Sincerely,

Bollard Acoustical Consultants, Inc.

A handwritten signature in blue ink that reads "Paul Bollard". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Paul Bollard
President, INCE Board Certified

Attachment A-1: Weather Conditions

Friday, March 08, 2019

Time	Temperature	Humidity	Wind	Speed	Gust	Precip. Rate.
12:04 AM	40.6 F	95 %		0.8 mph	3.5 mph	0.00 in
12:09 AM	40.6 F	95 %	NNE	1.4 mph	3.0 mph	0.00 in
12:14 AM	40.8 F	95 %	WNW	2.9 mph	3.9 mph	0.00 in
12:19 AM	40.8 F	95 %	WNW	2.4 mph	3.3 mph	0.00 in
12:24 AM	40.5 F	95 %	NW	1.3 mph	3.0 mph	0.00 in
12:29 AM	40.5 F	95 %	NW	1.1 mph	2.9 mph	0.00 in
12:34 AM	40.3 F	95 %	NW	2.5 mph	2.7 mph	0.00 in
12:39 AM	40.0 F	95 %	NW	1.4 mph	2.9 mph	0.00 in
12:44 AM	39.9 F	95 %	NW	1.7 mph	2.1 mph	0.00 in
12:49 AM	39.9 F	95 %	NW	0.3 mph	2.9 mph	0.00 in
12:54 AM	39.9 F	96 %	NW	1.4 mph	1.4 mph	0.00 in
12:59 AM	39.9 F	96 %	NW	1.7 mph	2.0 mph	0.00 in
1:04 AM	39.8 F	96 %	NW	1.4 mph	2.0 mph	0.00 in
1:09 AM	39.9 F	96 %	NW	0.0 mph	1.9 mph	0.00 in
1:14 AM	40.0 F	96 %	NW	2.0 mph	2.3 mph	0.00 in
1:19 AM	39.9 F	96 %	NW	1.4 mph	2.5 mph	0.00 in
1:24 AM	39.9 F	96 %	NW	2.0 mph	2.3 mph	0.00 in
1:29 AM	40.0 F	97 %	NW	1.2 mph	2.7 mph	0.00 in
1:34 AM	39.9 F	97 %	NW	1.1 mph	2.1 mph	0.00 in
1:39 AM	39.8 F	97 %	NW	1.3 mph	3.0 mph	0.00 in
1:44 AM	39.8 F	97 %	NW	1.3 mph	3.0 mph	0.00 in
1:49 AM	39.8 F	97 %	NW	1.1 mph	2.7 mph	0.00 in
1:54 AM	39.6 F	97 %	NW	2.3 mph	2.7 mph	0.00 in
1:59 AM	39.5 F	97 %	NW	0.4 mph	2.3 mph	0.00 in
2:04 AM	39.5 F	97 %	NW	0.2 mph	1.0 mph	0.00 in
2:09 AM	39.4 F	97 %	NW	0.7 mph	1.5 mph	0.00 in
2:14 AM	39.3 F	97 %	NW	0.0 mph	1.5 mph	0.00 in
2:19 AM	39.2 F	97 %	NW	0.0 mph	0.1 mph	0.00 in
2:24 AM	39.0 F	97 %	NW	0.0 mph	0.0 mph	0.00 in
2:29 AM	39.0 F	97 %	NW	0.0 mph	0.0 mph	0.00 in
2:34 AM	38.8 F	97 %	NW	1.1 mph	1.5 mph	0.00 in
2:39 AM	38.7 F	97 %	NW	0.1 mph	1.7 mph	0.00 in
2:44 AM	38.6 F	98 %	NW	0.4 mph	0.9 mph	0.00 in
2:49 AM	38.5 F	98 %	West	1.0 mph	2.0 mph	0.00 in
2:54 AM	38.6 F	98 %	WNW	0.3 mph	1.7 mph	0.00 in
2:59 AM	38.6 F	98 %	WNW	0.9 mph	2.9 mph	0.00 in
3:04 AM	38.2 F	98 %	WNW	0.0 mph	1.2 mph	0.00 in
3:09 AM	38.0 F	98 %	WNW	0.8 mph	1.1 mph	0.00 in
3:14 AM	38.1 F	98 %	WNW	1.4 mph	2.0 mph	0.00 in
3:19 AM	38.2 F	98 %	WNW	0.3 mph	1.9 mph	0.00 in
3:24 AM	38.2 F	98 %	NW	1.1 mph	1.5 mph	0.00 in
3:29 AM	38.1 F	98 %	WNW	0.8 mph	2.0 mph	0.00 in
3:34 AM	38.1 F	98 %	NW	0.6 mph	2.0 mph	0.00 in

3:39 AM	38.0 F	98 %	NW	0.2 mph	1.7 mph	0.00 in
3:44 AM	37.7 F	98 %	NW	0.1 mph	0.7 mph	0.00 in
3:49 AM	37.5 F	98 %	WNW	2.8 mph	3.7 mph	0.00 in
3:54 AM	37.7 F	98 %	WNW	1.7 mph	4.7 mph	0.00 in
3:59 AM	37.9 F	98 %	WNW	0.3 mph	3.7 mph	0.00 in
4:04 AM	37.7 F	98 %	WNW	0.5 mph	1.1 mph	0.00 in
4:09 AM	37.5 F	98 %	WNW	0.5 mph	1.0 mph	0.00 in
4:14 AM	37.3 F	98 %	WNW	0.0 mph	0.7 mph	0.00 in
4:19 AM	37.1 F	98 %	WNW	0.0 mph	0.0 mph	0.00 in
4:24 AM	36.9 F	98 %	WNW	1.6 mph	1.5 mph	0.00 in
4:29 AM	36.7 F	98 %	NW	1.2 mph	2.7 mph	0.00 in
4:34 AM	36.6 F	98 %	NW	1.8 mph	3.5 mph	0.00 in
4:39 AM	36.6 F	98 %	NW	0.6 mph	3.7 mph	0.00 in
4:44 AM	36.5 F	98 %	NW	0.6 mph	2.7 mph	0.00 in
4:49 AM	36.2 F	98 %	NW	0.3 mph	2.0 mph	0.00 in
4:54 AM	36.0 F	98 %	NW	1.4 mph	2.0 mph	0.00 in
4:59 AM	36.0 F	98 %	NW	1.1 mph	2.0 mph	0.00 in
5:04 AM	35.9 F	98 %	NW	0.9 mph	1.9 mph	0.00 in
5:09 AM	36.0 F	98 %	NW	1.0 mph	1.7 mph	0.00 in
5:14 AM	36.4 F	98 %	WNW	0.9 mph	2.0 mph	0.00 in
5:19 AM	36.4 F	98 %	NNW	1.5 mph	2.9 mph	0.00 in
5:24 AM	36.1 F	98 %	NW	0.7 mph	3.7 mph	0.00 in
5:29 AM	36.0 F	98 %	WNW	0.5 mph	3.0 mph	0.00 in
5:34 AM	35.9 F	98 %	WNW	0.8 mph	2.2 mph	0.00 in
5:39 AM	35.7 F	98 %	WNW	1.6 mph	3.0 mph	0.00 in
5:44 AM	35.8 F	98 %	West	0.1 mph	2.5 mph	0.00 in
5:49 AM	35.7 F	97 %	West	0.1 mph	0.3 mph	0.00 in
5:54 AM	35.5 F	97 %	West	1.9 mph	3.4 mph	0.00 in
5:59 AM	35.7 F	97 %	WNW	1.4 mph	3.2 mph	0.00 in
6:04 AM	35.6 F	97 %	WNW	0.1 mph	3.9 mph	0.00 in
6:09 AM	35.5 F	97 %	WNW	1.0 mph	2.2 mph	0.00 in
6:14 AM	35.7 F	97 %	WNW	0.8 mph	3.0 mph	0.00 in
6:19 AM	35.7 F	97 %	WNW	0.5 mph	2.3 mph	0.00 in
6:24 AM	35.5 F	97 %	WNW	0.1 mph	1.3 mph	0.00 in
6:29 AM	35.5 F	97 %	WNW	0.7 mph	1.9 mph	0.00 in
6:34 AM	35.5 F	96 %	SW	0.1 mph	2.3 mph	0.00 in
6:39 AM	35.3 F	96 %	West	0.3 mph	1.0 mph	0.00 in
6:44 AM	35.2 F	96 %	West	0.1 mph	1.9 mph	0.00 in
6:49 AM	35.0 F	96 %	West	0.0 mph	0.3 mph	0.00 in
6:54 AM	35.0 F	96 %	West	0.0 mph	0.7 mph	0.00 in
6:59 AM	35.3 F	96 %	WSW	0.0 mph	0.5 mph	0.00 in
7:04 AM	36.0 F	96 %	SSW	0.3 mph	0.7 mph	0.00 in
7:09 AM	36.7 F	96 %	SSW	0.0 mph	0.5 mph	0.00 in
7:14 AM	37.5 F	96 %	SSW	0.0 mph	0.0 mph	0.00 in
7:19 AM	38.3 F	95 %	SSW	0.0 mph	0.0 mph	0.00 in
7:24 AM	38.9 F	95 %	South	0.0 mph	0.0 mph	0.00 in
7:29 AM	39.6 F	95 %	WSW	0.6 mph	1.1 mph	0.00 in

7:34 AM	40.3 F	93 %		1.2 mph	2.9 mph	0.00 in
7:39 AM	41.0 F	91 %		0.0 mph	1.7 mph	0.00 in
7:44 AM	41.5 F	91 %	NNE	1.5 mph	1.1 mph	0.00 in
7:49 AM	41.9 F	90 %	NNE	0.8 mph	2.0 mph	0.00 in
7:54 AM	42.2 F	90 %	NNE	0.0 mph	2.0 mph	0.00 in
7:59 AM	42.7 F	91 %	East	0.0 mph	0.5 mph	0.00 in
8:04 AM	42.9 F	90 %	ESE	0.1 mph	0.9 mph	0.00 in
8:09 AM	43.0 F	88 %	ESE	0.2 mph	1.0 mph	0.00 in
8:14 AM	43.8 F	91 %	ESE	0.4 mph	0.4 mph	0.00 in
8:19 AM	44.4 F	92 %	East	2.4 mph	2.2 mph	0.00 in
8:24 AM	44.1 F	90 %	ENE	2.9 mph	4.5 mph	0.00 in
8:29 AM	44.0 F	88 %	North	1.0 mph	4.7 mph	0.00 in
8:34 AM	44.6 F	85 %	NNE	1.9 mph	4.3 mph	0.00 in
8:39 AM	45.4 F	82 %	SE	1.2 mph	4.1 mph	0.00 in
8:44 AM	45.8 F	79 %	ENE	2.4 mph	4.0 mph	0.00 in
8:49 AM	45.9 F	78 %	North	2.8 mph	6.0 mph	0.00 in
8:54 AM	46.4 F	75 %	NNE	4.8 mph	7.1 mph	0.00 in
8:59 AM	47.4 F	72 %	NNE	4.2 mph	7.9 mph	0.00 in
9:04 AM	47.9 F	71 %		5.1 mph	7.1 mph	0.00 in
9:09 AM	47.9 F	69 %	NNE	5.5 mph	9.7 mph	0.00 in
9:14 AM	47.6 F	70 %	NNE	5.5 mph	8.2 mph	0.00 in
9:19 AM	47.3 F	70 %	North	4.2 mph	7.9 mph	0.00 in
9:24 AM	47.5 F	70 %	NNE	3.8 mph	6.7 mph	0.00 in
9:29 AM	47.8 F	69 %	NNE	4.5 mph	7.9 mph	0.00 in
9:34 AM	48.0 F	68 %	North	2.8 mph	6.8 mph	0.00 in
9:39 AM	48.0 F	67 %	North	0.7 mph	3.9 mph	0.00 in
9:44 AM	48.2 F	67 %	ENE	3.9 mph	5.6 mph	0.00 in
9:49 AM	48.4 F	67 %	ENE	4.0 mph	6.3 mph	0.00 in
9:54 AM	48.5 F	67 %	NNE	1.6 mph	5.7 mph	0.00 in
9:59 AM	49.1 F	66 %	NNW	5.0 mph	6.3 mph	0.00 in
10:04 AM	50.0 F	65 %	NW	6.7 mph	8.9 mph	0.00 in
10:09 AM	50.5 F	62 %	NNW	7.9 mph	13.6 mph	0.00 in
10:14 AM	50.7 F	60 %	NNW	9.2 mph	15.7 mph	0.00 in
10:19 AM	51.0 F	59 %	NW	9.7 mph	15.3 mph	0.00 in
10:24 AM	51.2 F	57 %	NW	11.9 mph	22.6 mph	0.00 in
10:29 AM	51.0 F	56 %	WNW	12.6 mph	21.1 mph	0.00 in
10:34 AM	50.9 F	56 %	WNW	8.9 mph	18.8 mph	0.00 in
10:39 AM	51.0 F	56 %	WNW	11.6 mph	19.5 mph	0.00 in
10:44 AM	51.0 F	56 %	WNW	7.7 mph	17.9 mph	0.00 in
10:49 AM	51.0 F	55 %	WNW	8.4 mph	13.9 mph	0.00 in
10:54 AM	51.1 F	56 %	WNW	9.5 mph	18.0 mph	0.00 in
10:59 AM	51.1 F	56 %	WNW	7.7 mph	15.6 mph	0.00 in
11:04 AM	51.1 F	55 %	WNW	10.1 mph	16.8 mph	0.00 in
11:09 AM	51.3 F	54 %	NW	9.3 mph	18.6 mph	0.00 in
11:14 AM	51.5 F	53 %	WNW	11.5 mph	17.9 mph	0.00 in
11:19 AM	51.7 F	53 %	WNW	10.0 mph	17.9 mph	0.00 in
11:24 AM	51.7 F	52 %	WNW	9.8 mph	19.0 mph	0.00 in

11:29 AM	51.9 F	52 %	West	9.8 mph	18.1 mph	0.00 in
11:34 AM	52.0 F	52 %	NW	7.6 mph	16.4 mph	0.00 in
11:39 AM	52.0 F	52 %	SW	4.3 mph	12.5 mph	0.00 in
11:44 AM	52.2 F	52 %	WNW	5.7 mph	11.2 mph	0.00 in
11:49 AM	52.7 F	53 %	West	3.2 mph	10.9 mph	0.00 in
11:54 AM	53.0 F	52 %	WSW	5.1 mph	10.6 mph	0.00 in
11:59 AM	53.2 F	52 %	West	4.9 mph	13.6 mph	0.00 in
12:04 PM	53.3 F	52 %	WSW	6.6 mph	10.0 mph	0.00 in
12:09 PM	53.2 F	51 %	WNW	7.0 mph	14.0 mph	0.00 in
12:14 PM	53.1 F	51 %	West	6.0 mph	11.4 mph	0.00 in
12:19 PM	53.3 F	52 %	West	5.3 mph	10.9 mph	0.00 in
12:24 PM	53.6 F	51 %	WSW	6.3 mph	10.9 mph	0.00 in
12:29 PM	53.7 F	51 %	SW	5.2 mph	12.9 mph	0.00 in
12:34 PM	53.7 F	50 %	WSW	6.4 mph	11.7 mph	0.00 in
12:39 PM	54.0 F	50 %	West	5.5 mph	10.4 mph	0.00 in
12:44 PM	54.0 F	50 %	SW	6.5 mph	10.1 mph	0.00 in
12:49 PM	54.0 F	49 %	SW	4.5 mph	10.2 mph	0.00 in
12:54 PM	54.1 F	49 %	WSW	6.9 mph	11.7 mph	0.00 in
12:59 PM	54.1 F	48 %	WSW	5.7 mph	12.2 mph	0.00 in
1:04 PM	54.2 F	48 %	SW	6.4 mph	11.1 mph	0.00 in
1:09 PM	54.2 F	48 %	West	6.1 mph	12.0 mph	0.00 in
1:14 PM	54.4 F	47 %	WSW	6.7 mph	11.9 mph	0.00 in
1:19 PM	54.6 F	46 %	West	10.3 mph	13.6 mph	0.00 in
1:24 PM	54.3 F	46 %	West	5.9 mph	14.9 mph	0.00 in
1:29 PM	54.5 F	46 %	SW	6.0 mph	11.7 mph	0.00 in
1:34 PM	54.8 F	47 %	SW	5.7 mph	11.5 mph	0.00 in
1:39 PM	54.5 F	47 %	West	3.9 mph	11.9 mph	0.00 in
1:44 PM	54.0 F	47 %	WSW	3.5 mph	7.0 mph	0.00 in
1:49 PM	53.8 F	48 %	WNW	2.4 mph	5.9 mph	0.00 in
1:54 PM	53.8 F	49 %	SSW	2.1 mph	4.5 mph	0.00 in
1:59 PM	53.9 F	50 %	South	3.5 mph	4.3 mph	0.00 in
2:04 PM	53.9 F	51 %	ENE	3.0 mph	5.9 mph	0.00 in
2:09 PM	53.7 F	50 %	WSW	6.9 mph	9.5 mph	0.00 in
2:14 PM	53.4 F	52 %	SW	6.1 mph	12.5 mph	0.00 in
2:19 PM	53.0 F	56 %	West	5.2 mph	12.1 mph	0.00 in
2:24 PM	52.9 F	57 %	SW	6.4 mph	12.7 mph	0.00 in
2:29 PM	52.9 F	57 %	WSW	6.0 mph	14.0 mph	0.00 in
2:34 PM	53.1 F	57 %	West	8.4 mph	13.1 mph	0.00 in
2:39 PM	53.3 F	56 %	WSW	6.5 mph	18.2 mph	0.00 in
2:44 PM	53.5 F	56 %	WSW	5.2 mph	14.0 mph	0.00 in
2:49 PM	53.8 F	55 %	WSW	7.0 mph	11.7 mph	0.00 in
2:54 PM	54.0 F	55 %	WNW	8.0 mph	16.7 mph	0.00 in
2:59 PM	53.8 F	56 %	West	7.8 mph	14.5 mph	0.00 in
3:04 PM	53.5 F	56 %	West	7.7 mph	13.9 mph	0.00 in
3:09 PM	52.9 F	57 %	West	5.3 mph	14.0 mph	0.00 in
3:14 PM	52.2 F	58 %	WSW	5.7 mph	8.4 mph	0.00 in
3:19 PM	51.9 F	59 %	SW	6.5 mph	14.0 mph	0.00 in

3:24 PM	51.9 F	59 %	West	7.1 mph	12.5 mph	0.00 in
3:29 PM	52.3 F	59 %	West	7.3 mph	14.0 mph	0.00 in
3:34 PM	52.5 F	59 %	West	6.9 mph	15.1 mph	0.00 in
3:39 PM	52.3 F	58 %	WNW	7.5 mph	16.0 mph	0.00 in
3:44 PM	52.0 F	58 %	WNW	7.3 mph	15.5 mph	0.00 in
3:49 PM	52.0 F	59 %	WNW	6.5 mph	13.1 mph	0.00 in
3:54 PM	52.3 F	58 %	West	4.8 mph	12.7 mph	0.00 in
3:59 PM	52.4 F	56 %	West	6.8 mph	10.9 mph	0.00 in
4:04 PM	52.3 F	56 %	West	5.0 mph	12.6 mph	0.00 in
4:09 PM	52.3 F	56 %	West	3.9 mph	9.3 mph	0.00 in
4:14 PM	52.1 F	57 %	SW	6.1 mph	11.4 mph	0.00 in
4:19 PM	51.9 F	57 %	WSW	6.6 mph	14.0 mph	0.00 in
4:24 PM	51.8 F	56 %	WSW	5.9 mph	12.3 mph	0.00 in
4:29 PM	51.7 F	55 %	West	5.7 mph	13.5 mph	0.00 in
4:34 PM	51.6 F	55 %	WSW	5.6 mph	14.0 mph	0.00 in
4:39 PM	51.5 F	55 %	West	8.9 mph	14.1 mph	0.00 in
4:44 PM	51.3 F	55 %	WSW	6.3 mph	14.5 mph	0.00 in
4:49 PM	51.5 F	55 %	WSW	5.7 mph	11.2 mph	0.00 in
4:54 PM	51.7 F	55 %	SW	5.5 mph	11.9 mph	0.00 in
4:59 PM	51.5 F	56 %	WSW	6.3 mph	10.3 mph	0.00 in
5:04 PM	51.4 F	57 %	WSW	5.7 mph	11.9 mph	0.00 in
5:09 PM	51.3 F	57 %	WSW	6.2 mph	10.7 mph	0.00 in
5:14 PM	51.0 F	58 %	WSW	4.3 mph	10.9 mph	0.00 in
5:19 PM	50.7 F	59 %	WSW	3.6 mph	8.5 mph	0.00 in
5:24 PM	50.4 F	60 %	WSW	5.1 mph	10.0 mph	0.00 in
5:29 PM	50.2 F	60 %	WSW	4.2 mph	10.0 mph	0.00 in
5:34 PM	50.0 F	60 %	WSW	6.3 mph	11.5 mph	0.00 in
5:39 PM	49.7 F	61 %	West	4.9 mph	11.8 mph	0.00 in
5:44 PM	49.5 F	61 %	West	6.7 mph	14.2 mph	0.00 in
5:49 PM	49.4 F	62 %	West	6.3 mph	13.7 mph	0.00 in
5:54 PM	49.3 F	62 %	West	7.8 mph	13.8 mph	0.00 in
5:59 PM	49.2 F	62 %	West	7.6 mph	14.8 mph	0.00 in
6:04 PM	49.1 F	61 %	West	9.2 mph	17.2 mph	0.00 in
6:09 PM	49.0 F	60 %	West	7.5 mph	17.3 mph	0.00 in
6:14 PM	48.9 F	60 %	West	8.0 mph	14.8 mph	0.00 in
6:19 PM	48.8 F	60 %	West	7.9 mph	14.0 mph	0.00 in
6:24 PM	48.6 F	60 %	West	7.7 mph	13.9 mph	0.00 in
6:29 PM	48.5 F	60 %	West	7.1 mph	12.6 mph	0.00 in
6:34 PM	48.4 F	61 %	West	7.8 mph	13.7 mph	0.00 in
6:39 PM	48.3 F	61 %	West	8.4 mph	15.1 mph	0.00 in
6:44 PM	48.2 F	61 %	West	7.1 mph	15.1 mph	0.00 in
6:49 PM	48.1 F	61 %	West	7.5 mph	14.3 mph	0.00 in
6:54 PM	48.0 F	60 %	West	8.2 mph	13.7 mph	0.00 in
6:59 PM	47.9 F	60 %	West	8.0 mph	13.3 mph	0.00 in
7:04 PM	47.9 F	60 %	West	9.2 mph	13.5 mph	0.00 in
7:09 PM	47.8 F	60 %	West	5.7 mph	16.3 mph	0.00 in
7:14 PM	47.6 F	60 %	West	6.3 mph	12.8 mph	0.00 in

7:19 PM	47.5 F	60 %	West	6.6 mph	14.4 mph	0.00 in
7:24 PM	47.5 F	60 %	WNW	5.2 mph	11.9 mph	0.00 in
7:29 PM	47.4 F	60 %	WNW	2.8 mph	8.9 mph	0.00 in
7:34 PM	47.2 F	61 %	NW	1.9 mph	6.0 mph	0.00 in
7:39 PM	47.1 F	61 %	NW	4.5 mph	7.0 mph	0.00 in
7:44 PM	47.0 F	62 %		4.1 mph	7.1 mph	0.00 in
7:49 PM	46.8 F	62 %	NE	5.3 mph	8.5 mph	0.00 in
7:54 PM	46.8 F	62 %	East	0.6 mph	6.9 mph	0.00 in
7:59 PM	46.8 F	62 %	NW	1.8 mph	4.5 mph	0.00 in
8:04 PM	46.6 F	62 %		1.4 mph	3.7 mph	0.00 in
8:09 PM	46.4 F	62 %	NW	1.7 mph	3.6 mph	0.00 in
8:14 PM	46.3 F	62 %	WNW	0.1 mph	5.6 mph	0.00 in
8:19 PM	46.4 F	62 %	WSW	0.3 mph	3.0 mph	0.00 in
8:24 PM	46.3 F	62 %	ESE	1.1 mph	2.6 mph	0.00 in
8:29 PM	46.1 F	63 %	SE	2.5 mph	4.1 mph	0.00 in
8:34 PM	46.2 F	62 %	SW	1.2 mph	4.5 mph	0.00 in
8:39 PM	46.1 F	62 %	ESE	0.4 mph	3.0 mph	0.00 in
8:44 PM	45.7 F	63 %	SW	1.6 mph	3.9 mph	0.00 in
8:49 PM	45.6 F	63 %	SW	1.8 mph	2.9 mph	0.00 in
8:54 PM	45.5 F	64 %	WNW	1.9 mph	3.7 mph	0.00 in
8:59 PM	45.0 F	66 %	NW	0.0 mph	2.6 mph	0.00 in
9:04 PM	44.4 F	69 %	West	2.2 mph	3.0 mph	0.00 in
9:09 PM	44.1 F	70 %	WNW	0.9 mph	3.3 mph	0.00 in
9:14 PM	43.9 F	70 %	West	1.7 mph	3.0 mph	0.00 in
9:19 PM	44.4 F	70 %	West	2.7 mph	3.7 mph	0.00 in
9:24 PM	44.5 F	69 %	WNW	1.0 mph	3.1 mph	0.00 in
9:29 PM	43.9 F	71 %	WNW	1.4 mph	1.7 mph	0.00 in
9:34 PM	43.4 F	72 %	WNW	2.1 mph	2.1 mph	0.00 in
9:39 PM	42.6 F	74 %	WNW	2.1 mph	3.9 mph	0.00 in
9:44 PM	42.0 F	76 %	WNW	1.9 mph	3.1 mph	0.00 in
9:49 PM	41.9 F	77 %	NW	1.3 mph	2.6 mph	0.00 in
9:54 PM	41.7 F	77 %	NW	0.2 mph	2.7 mph	0.00 in
9:59 PM	41.6 F	78 %	NW	0.0 mph	0.7 mph	0.00 in
10:04 PM	41.5 F	78 %	NW	0.1 mph	1.0 mph	0.00 in
10:09 PM	41.1 F	79 %	ENE	0.6 mph	1.6 mph	0.00 in
10:14 PM	40.7 F	80 %	ENE	0.0 mph	3.2 mph	0.00 in
10:19 PM	40.4 F	82 %	ENE	0.0 mph	0.0 mph	0.00 in
10:24 PM	40.3 F	83 %	ENE	0.0 mph	0.0 mph	0.00 in
10:29 PM	40.5 F	84 %	ENE	0.0 mph	0.1 mph	0.00 in
10:34 PM	40.7 F	84 %	West	0.6 mph	1.3 mph	0.00 in
10:39 PM	40.9 F	83 %	WNW	0.5 mph	3.0 mph	0.00 in
10:44 PM	40.9 F	83 %	NW	1.9 mph	2.1 mph	0.00 in
10:49 PM	40.8 F	83 %	WNW	0.3 mph	1.9 mph	0.00 in
10:54 PM	40.8 F	84 %	WNW	0.3 mph	0.8 mph	0.00 in
10:59 PM	41.0 F	84 %	WNW	0.0 mph	0.7 mph	0.00 in
11:04 PM	41.3 F	83 %	WNW	0.0 mph	0.3 mph	0.00 in
11:09 PM	41.3 F	83 %	NW	0.3 mph	0.7 mph	0.00 in

11:14 PM	41.2 F	84 %	NW	1.1 mph	1.9 mph	0.00 in
11:19 PM	41.0 F	84 %	NW	0.3 mph	2.0 mph	0.00 in
11:24 PM	41.0 F	85 %	NW	1.9 mph	2.0 mph	0.00 in
11:29 PM	41.3 F	85 %	NW	1.8 mph	2.3 mph	0.00 in
11:34 PM	41.5 F	85 %	NW	1.5 mph	2.7 mph	0.00 in
11:39 PM	41.5 F	85 %	NW	1.1 mph	1.8 mph	0.00 in
11:44 PM	41.6 F	84 %	NW	0.8 mph	2.0 mph	0.00 in
11:49 PM	41.4 F	84 %	NW	2.0 mph	2.1 mph	0.00 in
11:54 PM	41.1 F	85 %	NW	2.0 mph	3.9 mph	0.00 in
11:59 PM	41.0 F	86 %	NW	0.2 mph	1.7 mph	0.00 in

Attachment A-2: Weather Conditions
Saturday, March 09, 2019

Time	Temperature	Humidity	Wind	Speed	Gust	Precip. Rate.
12:04 AM	45.5 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:09 AM	45.5 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:14 AM	45.5 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:19 AM	45.5 F	98 %	WSW	0.6 mph	0.8 mph	0.00 in
12:24 AM	45.5 F	98 %	WSW	0.2 mph	1.0 mph	0.06 in
12:29 AM	45.4 F	98 %	WSW	0.6 mph	1.0 mph	0.06 in
12:34 AM	45.4 F	98 %	WSW	0.8 mph	1.0 mph	0.06 in
12:39 AM	45.5 F	98 %	WSW	0.0 mph	1.0 mph	0.00 in
12:44 AM	45.4 F	98 %	WSW	0.0 mph	0.2 mph	0.00 in
12:49 AM	45.4 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:54 AM	45.5 F	98 %	WSW	0.8 mph	1.0 mph	0.00 in
12:59 AM	45.6 F	98 %	WSW	0.5 mph	2.0 mph	0.06 in
1:04 AM	45.6 F	98 %	WSW	0.0 mph	1.6 mph	0.06 in
1:09 AM	45.5 F	98 %	South	0.9 mph	1.6 mph	0.06 in
1:14 AM	45.5 F	98 %	SE	4.1 mph	5.4 mph	0.00 in
1:19 AM	45.5 F	97 %	SSE	4.1 mph	6.8 mph	0.06 in
1:24 AM	45.5 F	97 %	SSE	2.7 mph	5.0 mph	0.06 in
1:29 AM	45.5 F	97 %	SSE	2.9 mph	5.0 mph	0.06 in
1:34 AM	45.5 F	97 %	SSE	2.4 mph	4.2 mph	0.00 in
1:39 AM	45.5 F	97 %	SSE	2.8 mph	3.4 mph	0.00 in
1:44 AM	45.5 F	97 %	SSE	1.5 mph	4.0 mph	0.00 in
1:49 AM	45.5 F	97 %	SSE	2.1 mph	2.4 mph	0.00 in
1:54 AM	45.6 F	97 %	SE	2.1 mph	3.0 mph	0.06 in
1:59 AM	45.6 F	96 %	SSE	1.9 mph	3.0 mph	0.06 in
3:04 AM	45.5 F	96 %	SSE	1.9 mph	3.0 mph	0.06 in
3:09 AM	45.5 F	96 %	SSE	0.4 mph	2.0 mph	0.00 in
3:14 AM	45.5 F	96 %	SSE	0.0 mph	1.0 mph	0.00 in
3:19 AM	45.5 F	96 %	SSE	0.0 mph	0.0 mph	0.00 in
3:24 AM	45.5 F	96 %	SE	0.8 mph	1.0 mph	0.00 in
3:29 AM	45.5 F	96 %	SE	1.9 mph	2.8 mph	0.00 in
3:34 AM	45.5 F	96 %	SE	3.1 mph	3.8 mph	0.00 in
3:39 AM	45.4 F	96 %	SE	3.4 mph	6.6 mph	0.00 in
3:44 AM	45.4 F	96 %	SSE	2.3 mph	5.2 mph	0.00 in
3:49 AM	45.3 F	96 %	South	1.3 mph	3.0 mph	0.00 in
3:54 AM	45.3 F	97 %	South	0.7 mph	2.2 mph	0.00 in
3:59 AM	45.2 F	97 %	SSE	2.2 mph	2.4 mph	0.00 in
4:04 AM	45.2 F	96 %	SSE	1.3 mph	4.0 mph	0.00 in
4:09 AM	45.2 F	96 %	South	1.6 mph	2.4 mph	0.00 in
4:14 AM	45.3 F	96 %	SSE	1.9 mph	3.0 mph	0.00 in
4:19 AM	45.4 F	96 %	SSE	2.3 mph	3.0 mph	0.00 in
4:24 AM	45.3 F	96 %	SSE	0.6 mph	3.0 mph	0.00 in
4:29 AM	45.3 F	96 %	SSE	0.0 mph	0.8 mph	0.00 in
4:34 AM	45.3 F	96 %	SSE	0.0 mph	0.0 mph	0.00 in

4:39 AM	45.3 F	97 %	SSE	0.0 mph	0.0 mph	0.00 in
4:44 AM	45.3 F	97 %	SSE	0.0 mph	0.0 mph	0.00 in
4:49 AM	45.2 F	97 %	WNW	0.3 mph	1.2 mph	0.00 in
4:54 AM	45.2 F	97 %	WNW	0.0 mph	1.2 mph	0.00 in
4:59 AM	45.2 F	97 %	WNW	0.0 mph	0.0 mph	0.06 in
5:04 AM	45.2 F	97 %	WNW	0.5 mph	0.4 mph	0.12 in
5:09 AM	45.3 F	97 %	WNW	2.4 mph	2.4 mph	0.12 in
5:14 AM	45.3 F	98 %	WNW	2.2 mph	3.0 mph	0.06 in
5:19 AM	45.3 F	98 %	WNW	2.3 mph	3.0 mph	0.00 in
5:24 AM	45.3 F	98 %	WNW	1.1 mph	3.0 mph	0.00 in
5:29 AM	45.3 F	98 %	WNW	0.9 mph	1.8 mph	0.00 in
5:34 AM	45.2 F	98 %	WNW	1.6 mph	2.2 mph	0.00 in
5:39 AM	45.2 F	98 %	WNW	1.2 mph	2.8 mph	0.00 in
5:44 AM	45.1 F	98 %	WNW	0.7 mph	2.0 mph	0.00 in
5:49 AM	45.1 F	99 %	WNW	0.7 mph	1.2 mph	0.00 in
5:54 AM	45.1 F	99 %	WNW	0.1 mph	1.0 mph	0.00 in
5:59 AM	45.1 F	99 %	WNW	0.3 mph	0.8 mph	0.00 in
6:04 AM	45.2 F	99 %	WNW	1.6 mph	2.8 mph	0.00 in
6:09 AM	45.2 F	99 %	WNW	1.5 mph	2.2 mph	0.00 in
6:14 AM	45.2 F	99 %	WNW	2.2 mph	2.6 mph	0.00 in
6:19 AM	45.2 F	99 %	WNW	0.9 mph	2.8 mph	0.00 in
6:24 AM	45.2 F	99 %	WNW	1.3 mph	2.0 mph	0.00 in
6:29 AM	45.1 F	99 %	WNW	1.9 mph	2.8 mph	0.00 in
6:34 AM	45.1 F	99 %	NW	2.3 mph	3.0 mph	0.00 in
6:39 AM	45.2 F	99 %	WNW	3.1 mph	3.4 mph	0.00 in
6:44 AM	45.2 F	99 %	NW	3.6 mph	4.0 mph	0.00 in
6:49 AM	45.1 F	99 %	WNW	3.1 mph	4.0 mph	0.00 in
6:54 AM	45.0 F	99 %	WNW	2.7 mph	3.8 mph	0.00 in
6:59 AM	45.0 F	99 %	NW	2.5 mph	3.8 mph	0.00 in
7:04 AM	45.1 F	98 %	NW	3.0 mph	4.0 mph	0.00 in
7:09 AM	45.1 F	98 %	WNW	3.1 mph	4.0 mph	0.00 in
7:14 AM	45.1 F	98 %	WNW	3.2 mph	4.0 mph	0.00 in
7:19 AM	45.0 F	98 %	WNW	3.2 mph	4.0 mph	0.00 in
7:24 AM	45.0 F	98 %	WNW	2.8 mph	3.8 mph	0.00 in
7:29 AM	44.9 F	98 %	WNW	3.1 mph	4.0 mph	0.00 in
7:34 AM	45.0 F	98 %	NW	3.3 mph	4.0 mph	0.00 in
7:39 AM	45.0 F	97 %	NW	2.4 mph	3.8 mph	0.00 in
7:44 AM	45.1 F	97 %	NW	2.7 mph	3.6 mph	0.00 in
7:49 AM	45.1 F	97 %	NW	2.7 mph	3.6 mph	0.00 in
7:54 AM	45.2 F	97 %	WNW	2.7 mph	3.0 mph	0.00 in
7:59 AM	45.2 F	97 %	NW	3.1 mph	3.4 mph	0.00 in
8:04 AM	45.2 F	97 %	NW	3.2 mph	4.0 mph	0.00 in
8:09 AM	45.3 F	97 %	NW	2.0 mph	4.0 mph	0.00 in
8:14 AM	45.3 F	97 %	NW	2.5 mph	3.0 mph	0.00 in
8:19 AM	45.3 F	97 %	NW	3.0 mph	4.6 mph	0.00 in
8:24 AM	45.4 F	97 %	NW	2.7 mph	4.6 mph	0.00 in
8:29 AM	45.5 F	97 %	NW	3.1 mph	4.2 mph	0.00 in

8:34 AM	45.6 F	97 %	WNW	3.5 mph	5.0 mph	0.00 in
8:39 AM	45.7 F	97 %	WNW	2.9 mph	4.8 mph	0.00 in
8:44 AM	45.7 F	97 %	WNW	3.3 mph	4.0 mph	0.00 in
8:49 AM	45.9 F	97 %	WNW	3.4 mph	4.6 mph	0.00 in
8:54 AM	45.9 F	96 %	WNW	3.3 mph	5.0 mph	0.00 in
8:59 AM	46.1 F	95 %	WNW	3.0 mph	4.4 mph	0.00 in
9:04 AM	46.3 F	95 %	WNW	2.8 mph	4.0 mph	0.00 in
9:09 AM	46.4 F	94 %	NW	2.3 mph	4.0 mph	0.00 in
9:14 AM	46.6 F	94 %	WNW	1.7 mph	3.0 mph	0.00 in
9:19 AM	46.8 F	94 %	NW	2.3 mph	3.0 mph	0.00 in
9:24 AM	47.0 F	94 %	NW	1.4 mph	3.0 mph	0.00 in
9:29 AM	47.2 F	94 %	NW	1.7 mph	2.0 mph	0.00 in
9:34 AM	47.3 F	94 %	NW	2.1 mph	2.8 mph	0.00 in
9:39 AM	47.4 F	93 %	NW	1.7 mph	2.8 mph	0.00 in
9:44 AM	47.5 F	93 %		1.8 mph	2.4 mph	0.00 in
9:49 AM	47.7 F	92 %	ENE	0.9 mph	4.0 mph	0.00 in
9:54 AM	47.8 F	91 %	ENE	0.3 mph	1.6 mph	0.00 in
9:59 AM	48.0 F	90 %	ENE	0.0 mph	0.4 mph	0.00 in
10:04 AM	48.2 F	89 %	NNE	0.1 mph	0.0 mph	0.00 in
10:09 AM	48.6 F	88 %	NNE	0.2 mph	1.0 mph	0.00 in
10:14 AM	49.1 F	88 %	NNE	3.2 mph	3.6 mph	0.00 in
10:19 AM	49.3 F	87 %	East	4.5 mph	6.2 mph	0.00 in
10:24 AM	49.2 F	86 %	East	4.5 mph	8.6 mph	0.00 in
10:29 AM	49.2 F	86 %	East	2.5 mph	6.0 mph	0.00 in
10:34 AM	49.4 F	86 %	East	4.5 mph	6.4 mph	0.00 in
10:39 AM	49.5 F	86 %	East	4.1 mph	6.8 mph	0.00 in
10:44 AM	49.6 F	86 %	ENE	3.9 mph	7.0 mph	0.00 in
10:49 AM	49.6 F	86 %	ENE	6.5 mph	9.2 mph	0.00 in
10:54 AM	49.4 F	86 %	ENE	5.6 mph	10.0 mph	0.00 in
10:59 AM	49.3 F	86 %	ENE	5.3 mph	9.0 mph	0.00 in
11:04 AM	49.4 F	86 %	East	5.6 mph	11.0 mph	0.00 in
11:09 AM	49.6 F	86 %	ENE	4.8 mph	9.0 mph	0.00 in
11:14 AM	49.8 F	85 %	East	5.3 mph	8.2 mph	0.00 in
11:19 AM	50.0 F	84 %	ENE	4.3 mph	8.4 mph	0.00 in
11:24 AM	50.3 F	83 %	East	5.7 mph	8.6 mph	0.00 in
11:29 AM	50.6 F	82 %	ENE	4.9 mph	8.6 mph	0.00 in
11:34 AM	50.9 F	82 %	East	6.0 mph	9.0 mph	0.00 in
11:39 AM	51.2 F	81 %	East	6.5 mph	9.0 mph	0.00 in
11:44 AM	51.4 F	80 %	East	5.2 mph	8.8 mph	0.00 in
11:49 AM	51.6 F	79 %	ESE	4.7 mph	8.6 mph	0.00 in
11:54 AM	51.7 F	78 %	ENE	5.3 mph	7.6 mph	0.00 in
11:59 AM	51.8 F	77 %	East	5.4 mph	9.0 mph	0.00 in
12:04 PM	52.0 F	76 %	East	6.0 mph	9.2 mph	0.00 in
12:09 PM	52.0 F	76 %	East	4.2 mph	8.8 mph	0.00 in
12:14 PM	51.9 F	76 %	ENE	3.4 mph	7.0 mph	0.00 in
12:19 PM	51.9 F	76 %	East	4.2 mph	5.8 mph	0.00 in
12:24 PM	51.9 F	75 %	East	4.2 mph	7.0 mph	0.00 in

12:29 PM	51.8 F	75 %	East	3.7 mph	6.0 mph	0.00 in
12:34 PM	51.8 F	76 %	ESE	4.3 mph	6.0 mph	0.00 in
12:39 PM	51.9 F	76 %	East	4.2 mph	6.8 mph	0.00 in
12:44 PM	52.1 F	76 %	ENE	3.9 mph	6.8 mph	0.00 in
12:49 PM	52.3 F	76 %	NE	3.9 mph	6.6 mph	0.00 in
12:54 PM	52.6 F	76 %	North	4.9 mph	7.4 mph	0.00 in
12:59 PM	52.9 F	76 %		5.8 mph	9.2 mph	0.00 in
1:04 PM	53.3 F	76 %	NNE	5.7 mph	9.8 mph	0.00 in
1:09 PM	53.7 F	75 %		5.6 mph	7.8 mph	0.00 in
1:14 PM	53.8 F	75 %	NNE	5.8 mph	10.2 mph	0.00 in
1:19 PM	53.6 F	74 %	NNE	6.4 mph	11.6 mph	0.00 in
1:24 PM	53.1 F	74 %		6.0 mph	11.4 mph	0.00 in
1:29 PM	53.4 F	73 %	NNE	6.2 mph	9.6 mph	0.00 in
1:34 PM	54.1 F	72 %	NNE	4.4 mph	8.8 mph	0.00 in
1:39 PM	54.7 F	71 %	NNE	4.8 mph	8.2 mph	0.00 in
1:44 PM	55.0 F	70 %	NE	4.3 mph	8.8 mph	0.00 in
1:49 PM	55.1 F	69 %	NNE	4.9 mph	8.2 mph	0.00 in
1:54 PM	55.0 F	68 %	NNE	5.1 mph	9.2 mph	0.00 in
1:59 PM	54.5 F	68 %	NE	5.0 mph	9.8 mph	0.00 in
2:04 PM	54.3 F	68 %	NNW	4.8 mph	8.4 mph	0.00 in
2:09 PM	54.4 F	68 %	NNW	5.6 mph	8.2 mph	0.00 in
2:14 PM	54.1 F	69 %	NNW	4.0 mph	8.4 mph	0.00 in
2:19 PM	53.8 F	70 %	NW	4.9 mph	6.4 mph	0.00 in
2:24 PM	53.9 F	70 %	NW	4.8 mph	7.8 mph	0.00 in
2:29 PM	53.9 F	71 %	North	3.5 mph	6.6 mph	0.00 in
2:34 PM	54.3 F	71 %		4.0 mph	6.4 mph	0.00 in
2:39 PM	54.4 F	69 %	NNE	3.0 mph	7.6 mph	0.00 in
2:44 PM	54.5 F	69 %	NE	4.9 mph	6.2 mph	0.00 in
2:49 PM	54.2 F	69 %	NNE	3.8 mph	8.8 mph	0.00 in
2:54 PM	54.2 F	69 %		4.8 mph	7.0 mph	0.00 in
2:59 PM	54.5 F	67 %	North	3.4 mph	8.0 mph	0.00 in
3:04 PM	54.6 F	67 %	NNW	5.2 mph	7.8 mph	0.00 in
3:09 PM	54.4 F	68 %	NW	5.5 mph	8.0 mph	0.00 in
3:14 PM	53.6 F	71 %	NW	6.0 mph	9.0 mph	0.00 in
3:19 PM	52.8 F	74 %	NW	5.2 mph	8.8 mph	0.00 in
3:24 PM	52.8 F	76 %	WNW	5.9 mph	9.6 mph	0.00 in
3:29 PM	52.8 F	76 %	NW	6.5 mph	12.0 mph	0.00 in
3:34 PM	53.1 F	75 %	WNW	5.0 mph	8.0 mph	0.00 in
3:39 PM	53.4 F	75 %	WNW	4.9 mph	7.0 mph	0.00 in
3:44 PM	53.7 F	75 %	NW	5.0 mph	7.8 mph	0.00 in
3:49 PM	54.1 F	75 %	WNW	5.0 mph	8.0 mph	0.00 in
3:54 PM	54.5 F	74 %	NW	4.4 mph	8.0 mph	0.00 in
3:59 PM	54.6 F	73 %	WNW	3.5 mph	6.6 mph	0.00 in
4:04 PM	54.6 F	72 %	WNW	0.7 mph	6.2 mph	0.00 in
4:09 PM	54.5 F	71 %	WNW	0.0 mph	1.4 mph	0.00 in
4:14 PM	54.5 F	71 %	South	5.1 mph	4.4 mph	0.00 in
4:19 PM	53.7 F	72 %	SSE	9.9 mph	16.0 mph	0.00 in

4:24 PM	52.1 F	77 %	South	7.8 mph	13.0 mph	0.06 in
4:29 PM	50.7 F	81 %	SSW	5.3 mph	10.0 mph	0.42 in
4:34 PM	49.5 F	84 %	SW	5.1 mph	10.0 mph	0.60 in
4:39 PM	48.6 F	86 %	SSW	6.7 mph	9.2 mph	0.54 in
4:44 PM	48.5 F	87 %	SSW	6.3 mph	10.0 mph	0.12 in
4:49 PM	48.7 F	86 %	SSW	5.2 mph	9.4 mph	0.06 in
4:54 PM	48.6 F	87 %	SSW	4.5 mph	7.4 mph	0.00 in
4:59 PM	48.4 F	87 %	SSW	3.7 mph	6.0 mph	0.00 in
5:04 PM	48.2 F	87 %	SSW	3.2 mph	5.4 mph	0.00 in
5:09 PM	48.4 F	87 %	SSW	2.9 mph	5.0 mph	0.00 in
5:14 PM	48.4 F	87 %	SSW	2.7 mph	6.0 mph	0.00 in
5:19 PM	48.4 F	87 %	SW	1.9 mph	5.6 mph	0.12 in
5:24 PM	48.4 F	87 %	WSW	1.1 mph	3.8 mph	0.24 in
5:29 PM	48.3 F	88 %	West	4.0 mph	4.8 mph	0.18 in
5:34 PM	48.1 F	89 %	West	5.1 mph	6.8 mph	0.06 in
5:39 PM	48.1 F	90 %	West	4.0 mph	7.0 mph	0.00 in
5:44 PM	48.1 F	91 %	WNW	2.6 mph	6.6 mph	0.00 in
5:49 PM	48.1 F	91 %	NW	3.2 mph	4.6 mph	0.00 in
5:54 PM	48.2 F	92 %	NW	4.2 mph	4.8 mph	0.00 in
5:59 PM	48.2 F	91 %	NW	4.7 mph	6.8 mph	0.00 in
6:04 PM	48.3 F	91 %	NW	4.8 mph	7.0 mph	0.00 in
6:09 PM	48.4 F	91 %	WNW	3.9 mph	6.0 mph	0.00 in
6:14 PM	48.3 F	91 %	NW	3.4 mph	5.0 mph	0.00 in
6:19 PM	48.4 F	92 %	NW	3.7 mph	5.4 mph	0.00 in
6:24 PM	48.4 F	92 %	NW	4.1 mph	6.0 mph	0.00 in
6:29 PM	48.4 F	92 %	WNW	3.2 mph	5.8 mph	0.00 in
6:34 PM	48.5 F	91 %	West	1.1 mph	4.2 mph	0.00 in
6:39 PM	48.5 F	91 %	WNW	3.1 mph	4.0 mph	0.00 in
6:44 PM	48.4 F	91 %	West	2.7 mph	5.0 mph	0.00 in
6:49 PM	48.2 F	92 %	WNW	3.2 mph	4.2 mph	0.00 in
6:54 PM	48.0 F	93 %	West	3.6 mph	5.0 mph	0.00 in
6:59 PM	47.8 F	93 %	WNW	3.4 mph	5.0 mph	0.00 in
7:04 PM	47.8 F	94 %	West	3.2 mph	4.8 mph	0.00 in
7:09 PM	48.0 F	94 %	WNW	3.2 mph	4.0 mph	0.00 in
7:14 PM	48.1 F	93 %	WNW	3.2 mph	4.8 mph	0.00 in
7:19 PM	48.1 F	93 %	WNW	2.6 mph	4.0 mph	0.00 in
7:24 PM	47.9 F	93 %	NW	3.7 mph	4.2 mph	0.00 in
7:29 PM	47.6 F	93 %	WNW	5.0 mph	5.6 mph	0.00 in
7:34 PM	47.4 F	94 %	West	4.2 mph	6.0 mph	0.00 in
7:39 PM	47.4 F	94 %	WNW	3.9 mph	5.2 mph	0.00 in
7:44 PM	47.5 F	94 %	WNW	3.2 mph	4.6 mph	0.00 in
7:49 PM	47.4 F	94 %	WNW	2.7 mph	4.0 mph	0.00 in
7:54 PM	47.2 F	94 %	WNW	3.3 mph	3.8 mph	0.00 in
7:59 PM	47.1 F	94 %	NW	4.1 mph	5.0 mph	0.00 in
8:04 PM	47.0 F	94 %	WNW	4.9 mph	6.2 mph	0.00 in
8:09 PM	46.8 F	94 %	WNW	3.7 mph	6.4 mph	0.00 in
8:14 PM	46.7 F	94 %	NW	3.9 mph	5.2 mph	0.00 in

8:19 PM	46.5 F	94 %	NW	3.6 mph	4.6 mph	0.00 in
8:24 PM	46.3 F	94 %	NW	2.5 mph	4.4 mph	0.00 in
8:29 PM	46.1 F	94 %	WNW	4.7 mph	7.2 mph	0.00 in
8:34 PM	46.0 F	94 %	WNW	4.3 mph	7.2 mph	0.00 in
8:39 PM	45.8 F	94 %	WNW	4.2 mph	6.8 mph	0.00 in
8:44 PM	45.6 F	94 %	NW	4.0 mph	5.2 mph	0.00 in
8:49 PM	45.3 F	94 %	NW	4.0 mph	4.8 mph	0.00 in
8:54 PM	44.8 F	94 %	NW	4.8 mph	5.6 mph	0.00 in
8:59 PM	44.6 F	95 %	WNW	4.1 mph	7.4 mph	0.00 in
9:04 PM	44.7 F	95 %	NW	3.0 mph	5.0 mph	0.00 in
9:09 PM	44.7 F	96 %	NW	4.1 mph	4.4 mph	0.00 in
9:14 PM	44.7 F	95 %	NW	5.3 mph	7.8 mph	0.00 in
9:19 PM	44.9 F	95 %	WNW	4.4 mph	8.0 mph	0.00 in
9:24 PM	44.9 F	95 %	NW	3.3 mph	6.4 mph	0.00 in
9:29 PM	44.6 F	95 %	NNW	3.8 mph	4.8 mph	0.00 in
9:34 PM	44.3 F	95 %	NW	4.9 mph	6.6 mph	0.00 in
9:39 PM	44.3 F	95 %	NW	3.8 mph	8.0 mph	0.00 in
9:44 PM	44.3 F	95 %	NW	3.9 mph	5.4 mph	0.00 in
9:49 PM	44.4 F	95 %	NW	4.6 mph	8.0 mph	0.00 in
9:54 PM	44.7 F	94 %	NW	6.6 mph	9.0 mph	0.00 in
9:59 PM	44.9 F	94 %	NNW	5.0 mph	8.8 mph	0.00 in
10:04 PM	44.9 F	94 %	NW	3.2 mph	5.8 mph	0.00 in
10:09 PM	44.9 F	93 %	NW	3.7 mph	5.8 mph	0.00 in
10:14 PM	44.9 F	93 %	NNW	4.4 mph	7.2 mph	0.00 in
10:19 PM	44.7 F	93 %	NW	6.1 mph	8.0 mph	0.00 in
10:24 PM	44.8 F	93 %	NW	5.7 mph	9.0 mph	0.00 in
10:29 PM	44.6 F	93 %	NW	3.8 mph	7.4 mph	0.00 in
10:34 PM	44.4 F	93 %	NNW	2.7 mph	4.4 mph	0.00 in
10:39 PM	44.0 F	93 %		1.5 mph	3.0 mph	0.00 in
10:44 PM	43.8 F	93 %		2.3 mph	3.2 mph	0.00 in
10:49 PM	43.7 F	94 %	NNW	2.8 mph	4.0 mph	0.00 in
10:54 PM	43.9 F	94 %	WNW	3.7 mph	6.0 mph	0.00 in
10:59 PM	44.3 F	94 %	WNW	2.6 mph	5.0 mph	0.00 in
11:04 PM	44.5 F	93 %	NW	2.3 mph	3.0 mph	0.00 in
11:09 PM	44.3 F	93 %	NNW	2.3 mph	3.0 mph	0.00 in
11:14 PM	43.9 F	93 %	North	2.2 mph	3.0 mph	0.00 in
11:19 PM	43.7 F	93 %	NW	2.6 mph	3.4 mph	0.00 in
11:24 PM	44.0 F	93 %	NW	2.9 mph	4.0 mph	0.00 in
11:29 PM	44.4 F	93 %	NNW	2.7 mph	6.0 mph	0.00 in
11:34 PM	44.3 F	92 %	NNW	3.8 mph	5.4 mph	0.00 in
11:39 PM	43.9 F	92 %	NNW	4.8 mph	6.4 mph	0.00 in
11:44 PM	43.8 F	92 %	NNW	5.6 mph	7.0 mph	0.00 in
11:49 PM	43.5 F	93 %	NW	5.4 mph	9.0 mph	0.00 in
11:54 PM	43.2 F	93 %	NNW	4.3 mph	7.0 mph	0.00 in
11:59 PM	42.9 F	93 %	NNW	4.0 mph	6.2 mph	0.00 in

Attachment A-3: Weather Conditions

Sunday, March 10, 2019

Time	Temperature	Humidity	Wind	Speed	Gust	Precip. Rate.
12:04 AM	45.5 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:09 AM	45.5 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:14 AM	45.5 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:19 AM	45.5 F	98 %	WSW	0.6 mph	0.8 mph	0.00 in
12:24 AM	45.5 F	98 %	WSW	0.2 mph	1.0 mph	0.06 in
12:29 AM	45.4 F	98 %	WSW	0.6 mph	1.0 mph	0.06 in
12:34 AM	45.4 F	98 %	WSW	0.8 mph	1.0 mph	0.06 in
12:39 AM	45.5 F	98 %	WSW	0.0 mph	1.0 mph	0.00 in
12:44 AM	45.4 F	98 %	WSW	0.0 mph	0.2 mph	0.00 in
12:49 AM	45.4 F	98 %	WSW	0.0 mph	0.0 mph	0.00 in
12:54 AM	45.5 F	98 %	WSW	0.8 mph	1.0 mph	0.00 in
12:59 AM	45.6 F	98 %	WSW	0.5 mph	2.0 mph	0.06 in
1:04 AM	45.6 F	98 %	WSW	0.0 mph	1.6 mph	0.06 in
1:09 AM	45.5 F	98 %	South	0.9 mph	1.6 mph	0.06 in
1:14 AM	45.5 F	98 %	SE	4.1 mph	5.4 mph	0.00 in
1:19 AM	45.5 F	97 %	SSE	4.1 mph	6.8 mph	0.06 in
1:24 AM	45.5 F	97 %	SSE	2.7 mph	5.0 mph	0.06 in
1:29 AM	45.5 F	97 %	SSE	2.9 mph	5.0 mph	0.06 in
1:34 AM	45.5 F	97 %	SSE	2.4 mph	4.2 mph	0.00 in
1:39 AM	45.5 F	97 %	SSE	2.8 mph	3.4 mph	0.00 in
1:44 AM	45.5 F	97 %	SSE	1.5 mph	4.0 mph	0.00 in
1:49 AM	45.5 F	97 %	SSE	2.1 mph	2.4 mph	0.00 in
1:54 AM	45.6 F	97 %	SE	2.1 mph	3.0 mph	0.06 in
1:59 AM	45.6 F	96 %	SSE	1.9 mph	3.0 mph	0.06 in
3:04 AM	45.5 F	96 %	SSE	1.9 mph	3.0 mph	0.06 in
3:09 AM	45.5 F	96 %	SSE	0.4 mph	2.0 mph	0.00 in
3:14 AM	45.5 F	96 %	SSE	0.0 mph	1.0 mph	0.00 in
3:19 AM	45.5 F	96 %	SSE	0.0 mph	0.0 mph	0.00 in
3:24 AM	45.5 F	96 %	SE	0.8 mph	1.0 mph	0.00 in
3:29 AM	45.5 F	96 %	SE	1.9 mph	2.8 mph	0.00 in
3:34 AM	45.5 F	96 %	SE	3.1 mph	3.8 mph	0.00 in
3:39 AM	45.4 F	96 %	SE	3.4 mph	6.6 mph	0.00 in
3:44 AM	45.4 F	96 %	SSE	2.3 mph	5.2 mph	0.00 in
3:49 AM	45.3 F	96 %	South	1.3 mph	3.0 mph	0.00 in
3:54 AM	45.3 F	97 %	South	0.7 mph	2.2 mph	0.00 in
3:59 AM	45.2 F	97 %	SSE	2.2 mph	2.4 mph	0.00 in
4:04 AM	45.2 F	96 %	SSE	1.3 mph	4.0 mph	0.00 in
4:09 AM	45.2 F	96 %	South	1.6 mph	2.4 mph	0.00 in
4:14 AM	45.3 F	96 %	SSE	1.9 mph	3.0 mph	0.00 in
4:19 AM	45.4 F	96 %	SSE	2.3 mph	3.0 mph	0.00 in
4:24 AM	45.3 F	96 %	SSE	0.6 mph	3.0 mph	0.00 in
4:29 AM	45.3 F	96 %	SSE	0.0 mph	0.8 mph	0.00 in
4:34 AM	45.3 F	96 %	SSE	0.0 mph	0.0 mph	0.00 in
4:39 AM	45.3 F	97 %	SSE	0.0 mph	0.0 mph	0.00 in

4:44 AM	45.3 F	97 %	SSE	0.0 mph	0.0 mph	0.00 in
4:49 AM	45.2 F	97 %	WNW	0.3 mph	1.2 mph	0.00 in
4:54 AM	45.2 F	97 %	WNW	0.0 mph	1.2 mph	0.00 in
4:59 AM	45.2 F	97 %	WNW	0.0 mph	0.0 mph	0.06 in
5:04 AM	45.2 F	97 %	WNW	0.5 mph	0.4 mph	0.12 in
5:09 AM	45.3 F	97 %	WNW	2.4 mph	2.4 mph	0.12 in
5:14 AM	45.3 F	98 %	WNW	2.2 mph	3.0 mph	0.06 in
5:19 AM	45.3 F	98 %	WNW	2.3 mph	3.0 mph	0.00 in
5:24 AM	45.3 F	98 %	WNW	1.1 mph	3.0 mph	0.00 in
5:29 AM	45.3 F	98 %	WNW	0.9 mph	1.8 mph	0.00 in
5:34 AM	45.2 F	98 %	WNW	1.6 mph	2.2 mph	0.00 in
5:39 AM	45.2 F	98 %	WNW	1.2 mph	2.8 mph	0.00 in
5:44 AM	45.1 F	98 %	WNW	0.7 mph	2.0 mph	0.00 in
5:49 AM	45.1 F	99 %	WNW	0.7 mph	1.2 mph	0.00 in
5:54 AM	45.1 F	99 %	WNW	0.1 mph	1.0 mph	0.00 in
5:59 AM	45.1 F	99 %	WNW	0.3 mph	0.8 mph	0.00 in
6:04 AM	45.2 F	99 %	WNW	1.6 mph	2.8 mph	0.00 in
6:09 AM	45.2 F	99 %	WNW	1.5 mph	2.2 mph	0.00 in
6:14 AM	45.2 F	99 %	WNW	2.2 mph	2.6 mph	0.00 in
6:19 AM	45.2 F	99 %	WNW	0.9 mph	2.8 mph	0.00 in
6:24 AM	45.2 F	99 %	WNW	1.3 mph	2.0 mph	0.00 in
6:29 AM	45.1 F	99 %	WNW	1.9 mph	2.8 mph	0.00 in
6:34 AM	45.1 F	99 %	NW	2.3 mph	3.0 mph	0.00 in
6:39 AM	45.2 F	99 %	WNW	3.1 mph	3.4 mph	0.00 in
6:44 AM	45.2 F	99 %	NW	3.6 mph	4.0 mph	0.00 in
6:49 AM	45.1 F	99 %	WNW	3.1 mph	4.0 mph	0.00 in
6:54 AM	45.0 F	99 %	WNW	2.7 mph	3.8 mph	0.00 in
6:59 AM	45.0 F	99 %	NW	2.5 mph	3.8 mph	0.00 in
7:04 AM	45.1 F	98 %	NW	3.0 mph	4.0 mph	0.00 in
7:09 AM	45.1 F	98 %	WNW	3.1 mph	4.0 mph	0.00 in
7:14 AM	45.1 F	98 %	WNW	3.2 mph	4.0 mph	0.00 in
7:19 AM	45.0 F	98 %	WNW	3.2 mph	4.0 mph	0.00 in
7:24 AM	45.0 F	98 %	WNW	2.8 mph	3.8 mph	0.00 in
7:29 AM	44.9 F	98 %	WNW	3.1 mph	4.0 mph	0.00 in
7:34 AM	45.0 F	98 %	NW	3.3 mph	4.0 mph	0.00 in
7:39 AM	45.0 F	97 %	NW	2.4 mph	3.8 mph	0.00 in
7:44 AM	45.1 F	97 %	NW	2.7 mph	3.6 mph	0.00 in
7:49 AM	45.1 F	97 %	NW	2.7 mph	3.6 mph	0.00 in
7:54 AM	45.2 F	97 %	WNW	2.7 mph	3.0 mph	0.00 in
7:59 AM	45.2 F	97 %	NW	3.1 mph	3.4 mph	0.00 in
8:04 AM	45.2 F	97 %	NW	3.2 mph	4.0 mph	0.00 in
8:09 AM	45.3 F	97 %	NW	2.0 mph	4.0 mph	0.00 in
8:14 AM	45.3 F	97 %	NW	2.5 mph	3.0 mph	0.00 in
8:19 AM	45.3 F	97 %	NW	3.0 mph	4.6 mph	0.00 in
8:24 AM	45.4 F	97 %	NW	2.7 mph	4.6 mph	0.00 in
8:29 AM	45.5 F	97 %	NW	3.1 mph	4.2 mph	0.00 in
8:34 AM	45.6 F	97 %	WNW	3.5 mph	5.0 mph	0.00 in

8:39 AM	45.7 F	97 %	WNW	2.9 mph	4.8 mph	0.00 in
8:44 AM	45.7 F	97 %	WNW	3.3 mph	4.0 mph	0.00 in
8:49 AM	45.9 F	97 %	WNW	3.4 mph	4.6 mph	0.00 in
8:54 AM	45.9 F	96 %	WNW	3.3 mph	5.0 mph	0.00 in
8:59 AM	46.1 F	95 %	WNW	3.0 mph	4.4 mph	0.00 in
9:04 AM	46.3 F	95 %	WNW	2.8 mph	4.0 mph	0.00 in
9:09 AM	46.4 F	94 %	NW	2.3 mph	4.0 mph	0.00 in
9:14 AM	46.6 F	94 %	WNW	1.7 mph	3.0 mph	0.00 in
9:19 AM	46.8 F	94 %	NW	2.3 mph	3.0 mph	0.00 in
9:24 AM	47.0 F	94 %	NW	1.4 mph	3.0 mph	0.00 in
9:29 AM	47.2 F	94 %	NW	1.7 mph	2.0 mph	0.00 in
9:34 AM	47.3 F	94 %	NW	2.1 mph	2.8 mph	0.00 in
9:39 AM	47.4 F	93 %	NW	1.7 mph	2.8 mph	0.00 in
9:44 AM	47.5 F	93 %		1.8 mph	2.4 mph	0.00 in
9:49 AM	47.7 F	92 %	ENE	0.9 mph	4.0 mph	0.00 in
9:54 AM	47.8 F	91 %	ENE	0.3 mph	1.6 mph	0.00 in
9:59 AM	48.0 F	90 %	ENE	0.0 mph	0.4 mph	0.00 in
10:04 AM	48.2 F	89 %	NNE	0.1 mph	0.0 mph	0.00 in
10:09 AM	48.6 F	88 %	NNE	0.2 mph	1.0 mph	0.00 in
10:14 AM	49.1 F	88 %	NNE	3.2 mph	3.6 mph	0.00 in
10:19 AM	49.3 F	87 %	East	4.5 mph	6.2 mph	0.00 in
10:24 AM	49.2 F	86 %	East	4.5 mph	8.6 mph	0.00 in
10:29 AM	49.2 F	86 %	East	2.5 mph	6.0 mph	0.00 in
10:34 AM	49.4 F	86 %	East	4.5 mph	6.4 mph	0.00 in
10:39 AM	49.5 F	86 %	East	4.1 mph	6.8 mph	0.00 in
10:44 AM	49.6 F	86 %	ENE	3.9 mph	7.0 mph	0.00 in
10:49 AM	49.6 F	86 %	ENE	6.5 mph	9.2 mph	0.00 in
10:54 AM	49.4 F	86 %	ENE	5.6 mph	10.0 mph	0.00 in
10:59 AM	49.3 F	86 %	ENE	5.3 mph	9.0 mph	0.00 in
11:04 AM	49.4 F	86 %	East	5.6 mph	11.0 mph	0.00 in
11:09 AM	49.6 F	86 %	ENE	4.8 mph	9.0 mph	0.00 in
11:14 AM	49.8 F	85 %	East	5.3 mph	8.2 mph	0.00 in
11:19 AM	50.0 F	84 %	ENE	4.3 mph	8.4 mph	0.00 in
11:24 AM	50.3 F	83 %	East	5.7 mph	8.6 mph	0.00 in
11:29 AM	50.6 F	82 %	ENE	4.9 mph	8.6 mph	0.00 in
11:34 AM	50.9 F	82 %	East	6.0 mph	9.0 mph	0.00 in
11:39 AM	51.2 F	81 %	East	6.5 mph	9.0 mph	0.00 in
11:44 AM	51.4 F	80 %	East	5.2 mph	8.8 mph	0.00 in
11:49 AM	51.6 F	79 %	ESE	4.7 mph	8.6 mph	0.00 in
11:54 AM	51.7 F	78 %	ENE	5.3 mph	7.6 mph	0.00 in
11:59 AM	51.8 F	77 %	East	5.4 mph	9.0 mph	0.00 in
12:04 PM	52.0 F	76 %	East	6.0 mph	9.2 mph	0.00 in
12:09 PM	52.0 F	76 %	East	4.2 mph	8.8 mph	0.00 in
12:14 PM	51.9 F	76 %	ENE	3.4 mph	7.0 mph	0.00 in
12:19 PM	51.9 F	76 %	East	4.2 mph	5.8 mph	0.00 in
12:24 PM	51.9 F	75 %	East	4.2 mph	7.0 mph	0.00 in
12:29 PM	51.8 F	75 %	East	3.7 mph	6.0 mph	0.00 in

12:34 PM	51.8 F	76 %	ESE	4.3 mph	6.0 mph	0.00 in
12:39 PM	51.9 F	76 %	East	4.2 mph	6.8 mph	0.00 in
12:44 PM	52.1 F	76 %	ENE	3.9 mph	6.8 mph	0.00 in
12:49 PM	52.3 F	76 %	NE	3.9 mph	6.6 mph	0.00 in
12:54 PM	52.6 F	76 %	North	4.9 mph	7.4 mph	0.00 in
12:59 PM	52.9 F	76 %		5.8 mph	9.2 mph	0.00 in
1:04 PM	53.3 F	76 %	NNE	5.7 mph	9.8 mph	0.00 in
1:09 PM	53.7 F	75 %		5.6 mph	7.8 mph	0.00 in
1:14 PM	53.8 F	75 %	NNE	5.8 mph	10.2 mph	0.00 in
1:19 PM	53.6 F	74 %	NNE	6.4 mph	11.6 mph	0.00 in
1:24 PM	53.1 F	74 %		6.0 mph	11.4 mph	0.00 in
1:29 PM	53.4 F	73 %	NNE	6.2 mph	9.6 mph	0.00 in
1:34 PM	54.1 F	72 %	NNE	4.4 mph	8.8 mph	0.00 in
1:39 PM	54.7 F	71 %	NNE	4.8 mph	8.2 mph	0.00 in
1:44 PM	55.0 F	70 %	NE	4.3 mph	8.8 mph	0.00 in
1:49 PM	55.1 F	69 %	NNE	4.9 mph	8.2 mph	0.00 in
1:54 PM	55.0 F	68 %	NNE	5.1 mph	9.2 mph	0.00 in
1:59 PM	54.5 F	68 %	NE	5.0 mph	9.8 mph	0.00 in
2:04 PM	54.3 F	68 %	NNW	4.8 mph	8.4 mph	0.00 in
2:09 PM	54.4 F	68 %	NNW	5.6 mph	8.2 mph	0.00 in
2:14 PM	54.1 F	69 %	NNW	4.0 mph	8.4 mph	0.00 in
2:19 PM	53.8 F	70 %	NW	4.9 mph	6.4 mph	0.00 in
2:24 PM	53.9 F	70 %	NW	4.8 mph	7.8 mph	0.00 in
2:29 PM	53.9 F	71 %	North	3.5 mph	6.6 mph	0.00 in
2:34 PM	54.3 F	71 %		4.0 mph	6.4 mph	0.00 in
2:39 PM	54.4 F	69 %	NNE	3.0 mph	7.6 mph	0.00 in
2:44 PM	54.5 F	69 %	NE	4.9 mph	6.2 mph	0.00 in
2:49 PM	54.2 F	69 %	NNE	3.8 mph	8.8 mph	0.00 in
2:54 PM	54.2 F	69 %		4.8 mph	7.0 mph	0.00 in
2:59 PM	54.5 F	67 %	North	3.4 mph	8.0 mph	0.00 in
3:04 PM	54.6 F	67 %	NNW	5.2 mph	7.8 mph	0.00 in
3:09 PM	54.4 F	68 %	NW	5.5 mph	8.0 mph	0.00 in
3:14 PM	53.6 F	71 %	NW	6.0 mph	9.0 mph	0.00 in
3:19 PM	52.8 F	74 %	NW	5.2 mph	8.8 mph	0.00 in
3:24 PM	52.8 F	76 %	WNW	5.9 mph	9.6 mph	0.00 in
3:29 PM	52.8 F	76 %	NW	6.5 mph	12.0 mph	0.00 in
3:34 PM	53.1 F	75 %	WNW	5.0 mph	8.0 mph	0.00 in
3:39 PM	53.4 F	75 %	WNW	4.9 mph	7.0 mph	0.00 in
3:44 PM	53.7 F	75 %	NW	5.0 mph	7.8 mph	0.00 in
3:49 PM	54.1 F	75 %	WNW	5.0 mph	8.0 mph	0.00 in
3:54 PM	54.5 F	74 %	NW	4.4 mph	8.0 mph	0.00 in
3:59 PM	54.6 F	73 %	WNW	3.5 mph	6.6 mph	0.00 in
4:04 PM	54.6 F	72 %	WNW	0.7 mph	6.2 mph	0.00 in
4:09 PM	54.5 F	71 %	WNW	0.0 mph	1.4 mph	0.00 in
4:14 PM	54.5 F	71 %	South	5.1 mph	4.4 mph	0.00 in
4:19 PM	53.7 F	72 %	SSE	9.9 mph	16.0 mph	0.00 in
4:24 PM	52.1 F	77 %	South	7.8 mph	13.0 mph	0.06 in

4:29 PM	50.7 F	81 %	SSW	5.3 mph	10.0 mph	0.42 in
4:34 PM	49.5 F	84 %	SW	5.1 mph	10.0 mph	0.60 in
4:39 PM	48.6 F	86 %	SSW	6.7 mph	9.2 mph	0.54 in
4:44 PM	48.5 F	87 %	SSW	6.3 mph	10.0 mph	0.12 in
4:49 PM	48.7 F	86 %	SSW	5.2 mph	9.4 mph	0.06 in
4:54 PM	48.6 F	87 %	SSW	4.5 mph	7.4 mph	0.00 in
4:59 PM	48.4 F	87 %	SSW	3.7 mph	6.0 mph	0.00 in
5:04 PM	48.2 F	87 %	SSW	3.2 mph	5.4 mph	0.00 in
5:09 PM	48.4 F	87 %	SSW	2.9 mph	5.0 mph	0.00 in
5:14 PM	48.4 F	87 %	SSW	2.7 mph	6.0 mph	0.00 in
5:19 PM	48.4 F	87 %	SW	1.9 mph	5.6 mph	0.12 in
5:24 PM	48.4 F	87 %	WSW	1.1 mph	3.8 mph	0.24 in
5:29 PM	48.3 F	88 %	West	4.0 mph	4.8 mph	0.18 in
5:34 PM	48.1 F	89 %	West	5.1 mph	6.8 mph	0.06 in
5:39 PM	48.1 F	90 %	West	4.0 mph	7.0 mph	0.00 in
5:44 PM	48.1 F	91 %	WNW	2.6 mph	6.6 mph	0.00 in
5:49 PM	48.1 F	91 %	NW	3.2 mph	4.6 mph	0.00 in
5:54 PM	48.2 F	92 %	NW	4.2 mph	4.8 mph	0.00 in
5:59 PM	48.2 F	91 %	NW	4.7 mph	6.8 mph	0.00 in
6:04 PM	48.3 F	91 %	NW	4.8 mph	7.0 mph	0.00 in
6:09 PM	48.4 F	91 %	WNW	3.9 mph	6.0 mph	0.00 in
6:14 PM	48.3 F	91 %	NW	3.4 mph	5.0 mph	0.00 in
6:19 PM	48.4 F	92 %	NW	3.7 mph	5.4 mph	0.00 in
6:24 PM	48.4 F	92 %	NW	4.1 mph	6.0 mph	0.00 in
6:29 PM	48.4 F	92 %	WNW	3.2 mph	5.8 mph	0.00 in
6:34 PM	48.5 F	91 %	West	1.1 mph	4.2 mph	0.00 in
6:39 PM	48.5 F	91 %	WNW	3.1 mph	4.0 mph	0.00 in
6:44 PM	48.4 F	91 %	West	2.7 mph	5.0 mph	0.00 in
6:49 PM	48.2 F	92 %	WNW	3.2 mph	4.2 mph	0.00 in
6:54 PM	48.0 F	93 %	West	3.6 mph	5.0 mph	0.00 in
6:59 PM	47.8 F	93 %	WNW	3.4 mph	5.0 mph	0.00 in
7:04 PM	47.8 F	94 %	West	3.2 mph	4.8 mph	0.00 in
7:09 PM	48.0 F	94 %	WNW	3.2 mph	4.0 mph	0.00 in
7:14 PM	48.1 F	93 %	WNW	3.2 mph	4.8 mph	0.00 in
7:19 PM	48.1 F	93 %	WNW	2.6 mph	4.0 mph	0.00 in
7:24 PM	47.9 F	93 %	NW	3.7 mph	4.2 mph	0.00 in
7:29 PM	47.6 F	93 %	WNW	5.0 mph	5.6 mph	0.00 in
7:34 PM	47.4 F	94 %	West	4.2 mph	6.0 mph	0.00 in
7:39 PM	47.4 F	94 %	WNW	3.9 mph	5.2 mph	0.00 in
7:44 PM	47.5 F	94 %	WNW	3.2 mph	4.6 mph	0.00 in
7:49 PM	47.4 F	94 %	WNW	2.7 mph	4.0 mph	0.00 in
7:54 PM	47.2 F	94 %	WNW	3.3 mph	3.8 mph	0.00 in
7:59 PM	47.1 F	94 %	NW	4.1 mph	5.0 mph	0.00 in
8:04 PM	47.0 F	94 %	WNW	4.9 mph	6.2 mph	0.00 in
8:09 PM	46.8 F	94 %	WNW	3.7 mph	6.4 mph	0.00 in
8:14 PM	46.7 F	94 %	NW	3.9 mph	5.2 mph	0.00 in
8:19 PM	46.5 F	94 %	NW	3.6 mph	4.6 mph	0.00 in

8:24 PM	46.3 F	94 %	NW	2.5 mph	4.4 mph	0.00 in
8:29 PM	46.1 F	94 %	WNW	4.7 mph	7.2 mph	0.00 in
8:34 PM	46.0 F	94 %	WNW	4.3 mph	7.2 mph	0.00 in
8:39 PM	45.8 F	94 %	WNW	4.2 mph	6.8 mph	0.00 in
8:44 PM	45.6 F	94 %	NW	4.0 mph	5.2 mph	0.00 in
8:49 PM	45.3 F	94 %	NW	4.0 mph	4.8 mph	0.00 in
8:54 PM	44.8 F	94 %	NW	4.8 mph	5.6 mph	0.00 in
8:59 PM	44.6 F	95 %	WNW	4.1 mph	7.4 mph	0.00 in
9:04 PM	44.7 F	95 %	NW	3.0 mph	5.0 mph	0.00 in
9:09 PM	44.7 F	96 %	NW	4.1 mph	4.4 mph	0.00 in
9:14 PM	44.7 F	95 %	NW	5.3 mph	7.8 mph	0.00 in
9:19 PM	44.9 F	95 %	WNW	4.4 mph	8.0 mph	0.00 in
9:24 PM	44.9 F	95 %	NW	3.3 mph	6.4 mph	0.00 in
9:29 PM	44.6 F	95 %	NNW	3.8 mph	4.8 mph	0.00 in
9:34 PM	44.3 F	95 %	NW	4.9 mph	6.6 mph	0.00 in
9:39 PM	44.3 F	95 %	NW	3.8 mph	8.0 mph	0.00 in
9:44 PM	44.3 F	95 %	NW	3.9 mph	5.4 mph	0.00 in
9:49 PM	44.4 F	95 %	NW	4.6 mph	8.0 mph	0.00 in
9:54 PM	44.7 F	94 %	NW	6.6 mph	9.0 mph	0.00 in
9:59 PM	44.9 F	94 %	NNW	5.0 mph	8.8 mph	0.00 in
10:04 PM	44.9 F	94 %	NW	3.2 mph	5.8 mph	0.00 in
10:09 PM	44.9 F	93 %	NW	3.7 mph	5.8 mph	0.00 in
10:14 PM	44.9 F	93 %	NNW	4.4 mph	7.2 mph	0.00 in
10:19 PM	44.7 F	93 %	NW	6.1 mph	8.0 mph	0.00 in
10:24 PM	44.8 F	93 %	NW	5.7 mph	9.0 mph	0.00 in
10:29 PM	44.6 F	93 %	NW	3.8 mph	7.4 mph	0.00 in
10:34 PM	44.4 F	93 %	NNW	2.7 mph	4.4 mph	0.00 in
10:39 PM	44.0 F	93 %		1.5 mph	3.0 mph	0.00 in
10:44 PM	43.8 F	93 %		2.3 mph	3.2 mph	0.00 in
10:49 PM	43.7 F	94 %	NNW	2.8 mph	4.0 mph	0.00 in
10:54 PM	43.9 F	94 %	WNW	3.7 mph	6.0 mph	0.00 in
10:59 PM	44.3 F	94 %	WNW	2.6 mph	5.0 mph	0.00 in
11:04 PM	44.5 F	93 %	NW	2.3 mph	3.0 mph	0.00 in
11:09 PM	44.3 F	93 %	NNW	2.3 mph	3.0 mph	0.00 in
11:14 PM	43.9 F	93 %	North	2.2 mph	3.0 mph	0.00 in
11:19 PM	43.7 F	93 %	NW	2.6 mph	3.4 mph	0.00 in
11:24 PM	44.0 F	93 %	NW	2.9 mph	4.0 mph	0.00 in
11:29 PM	44.4 F	93 %	NNW	2.7 mph	6.0 mph	0.00 in
11:34 PM	44.3 F	92 %	NNW	3.8 mph	5.4 mph	0.00 in
11:39 PM	43.9 F	92 %	NNW	4.8 mph	6.4 mph	0.00 in
11:44 PM	43.8 F	92 %	NNW	5.6 mph	7.0 mph	0.00 in
11:49 PM	43.5 F	93 %	NW	5.4 mph	9.0 mph	0.00 in
11:54 PM	43.2 F	93 %	NNW	4.3 mph	7.0 mph	0.00 in
11:59 PM	42.9 F	93 %	NNW	4.0 mph	6.2 mph	0.00 in
12:04 AM	42.9 F	94 %	NNW	4.8 mph	6.8 mph	0.00 in
12:09 AM	42.8 F	94 %	WNW	4.2 mph	6.6 mph	0.00 in
12:14 AM	42.8 F	94 %	WNW	3.8 mph	6.0 mph	0.00 in

12:19 AM	42.9 F	94 %	WNW	3.6 mph	5.2 mph	0.00 in
12:24 AM	43.0 F	94 %	NNW	2.9 mph	6.0 mph	0.00 in
12:29 AM	43.0 F	94 %	NNW	3.9 mph	4.8 mph	0.00 in
12:34 AM	42.7 F	94 %	NNW	3.1 mph	4.8 mph	0.00 in
12:39 AM	42.2 F	94 %		5.0 mph	5.2 mph	0.00 in
12:44 AM	42.0 F	94 %	NNW	3.7 mph	5.8 mph	0.00 in
12:49 AM	42.0 F	95 %	NNW	4.5 mph	4.4 mph	0.00 in
12:54 AM	42.0 F	95 %	NNW	6.0 mph	8.8 mph	0.00 in
12:59 AM	42.2 F	94 %	NNW	5.3 mph	9.0 mph	0.00 in

November 23, 2019

RE: OAK KNOLL HOTEL

ATTN: Napa County Supervisors, Planning Commissioners and Planning Department

To Whom it May Concern:

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA. This project will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for decades;
- Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail;
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements;
- By providing a place for residents of the Oak Knoll area and beyond to come to dine and gather together

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, we would strongly encourage you to support and approve the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard A. Garber', written in a cursive style.

Richard A Garber

ERIN LAIL

November 22, 2019

Erin Lail
345 Newton Way
Angwin, CA 94508

Napa County Board of Supervisors, Planning Commission and Planning Department
Diane Dillon
Dana Ayers
Charlene Gallina
David Morrison

RE: OAK KNOLL HOTEL

To All of Whom it May Concern:

I am writing to day to express my support for the Oak Knoll Hotel Project at 5091 Solano Avenue, Napa.

This project will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for a long time.
- Providing a new environmentally sensitive tourism model focused on cycling given the hotels direct proximity to the Napa Valley Vine Trail!
- By reducing the overall sensitivity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements.
- By providing a place for residents of the Oak Knoll area and beyond to come and dine and gather together.

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, I would strongly encourage you to support and approve the exciting new project.

Sincerely,

DocuSigned by:

Erin Lail

C9E786F9438F408...

Erin Lail

Cc: Brad Wagenknecht
Ryan Gregory
Alfredo Pedroza
Belia Ramos
Greg Pitts
Joshua Dempsey
Tim Harmon
Brian Russell

Nov. 20, 2019

RE: OAK KNOLL HOTEL

ATTN: Napa County Supervisors, Planning Commissioners and Planning Department

To Whom it May Concern:

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA.

This project will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for decades;
- Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail;
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements;
- By providing a place for residents of the Oak Knoll area and beyond to come to dine and gather together;

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, we would strongly encourage you to support and approve the project.

Sincerely,



Jack Miller
1559 Voorhees Circle
St. Helena, CA 94574

From: [Bordona, Brian](#)
To: [Ayers, Dana](#)
Subject: [EXTERNAL] FW: Support for Oak Knoll Hotel project
Date: Tuesday, November 19, 2019 3:50:30 PM

This is an **EXTERNAL** email. Do not click links or open attachments unless you validate the sender and know the content is safe.

From: Morrison, David <David.Morrison@countyofnapa.org>
Sent: Monday, November 18, 2019 1:41 PM
To: Bordona, Brian <Brian.Bordona@countyofnapa.org>; CharleneGallina <-Charlene.Gallina@countyofnapa.org>
Subject: FW: Support for Oak Knoll Hotel project

Sent with BlackBerry Work
(www.blackberry.com)

From: Charlie Wagner <charlie@caymus.com>
Date: Monday, Nov 18, 2019, 12:04 PM
To: Morrison, David <David.Morrison@countyofnapa.org>
Subject: Support for Oak Knoll Hotel project

Dear Director Morrison,

I feel fortunate to have been born and raised in Napa Valley, and I care greatly about its future, as I now raise my own children in this amazing place. I'm writing to offer my full support to the Oak Knoll Hotel project (5091 Solano Avenue), which I feel is exactly what the Valley needs. The project is both beautiful and utilitarian, offering peaceful lodging in the southern part of the Valley (I live in Yountville and know the site well). What's more, the project's thoughtful design blends perfectly with the area's rural character and is environmentally sound and protective.

A few facts about the project resonate with me personally and are worth underscoring:

- It will enhance a piece of land that has been dormant for many years, contributing to the aesthetics of the area
- The tourism model being presented is environmentally sensitive, focused on encouraging guests to ride their bikes on the nearby Napa Valley Vine Trail
- Overall intensity of the land will be reduced by transforming a 296-seat restaurant and 20,000

square feet of commercial/retail space to a small boutique hotel with fewer guests, employees, traffic and water usage compared to the existing entitlements

- The project will help create a sense of community, providing a place for residents of the Oak Knoll area and beyond to gather and dine together

I recognize that any development in the Napa Valley needs to be carefully considered and approached with great appreciation for the natural landscape, needs of local residents, and the future vitality of the region. I believe the Oak Knoll Hotel meets all of these requirements, and I urge you to support and approve the project.

Sincerely,

Charlie Wagner

Charlie Wagner

Mer Soleil Owner & Winemaker

Main Office: 707.963.4204

charlie@caymus.com
wagnerfamilyofwine.com



From: [Gallina, Charlene](#)
To: [Ayers, Dana](#)
Subject: [EXTERNAL] FW: OAK KNOLL HOTEL
Date: Thursday, November 7, 2019 1:14:20 PM

This is an **EXTERNAL** email. Do not click links or open attachments unless you validate the sender and know the content is safe.

Charlene Gallina
Supervising Planner
Napa County Planning, Building, & Environmental Services Department
(707) 299-1355

From: Josh Phelps <jphelpswines@gmail.com>
Sent: Thursday, November 7, 2019 12:32 PM
To: Ayers, Dana <Dana.Ayers@countyofnapa.org>; Gallina, Charlene <Charlene.Gallina@countyofnapa.org>; Morrison, David <David.Morrison@countyofnapa.org>
Cc: supervisor@dianedillon.net; Cortez, Nelson <Nelson.Cortez@countyofnapa.org>; Tijero, Jesus <Jesus.Tijero@countyofnapa.org>; JeriGillPC@outlook.com; Mazotti, Andrew <Andrew.Mazotti@countyofnapa.org>; anne.cottrell@lucene.com; Whitmer, David <Dave.Whitmer@countyofnapa.org>; joellegPC@gmail.com
Subject: OAK KNOLL HOTEL

To Whom it May Concern:

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA.

This project will benefit the community in many ways including:

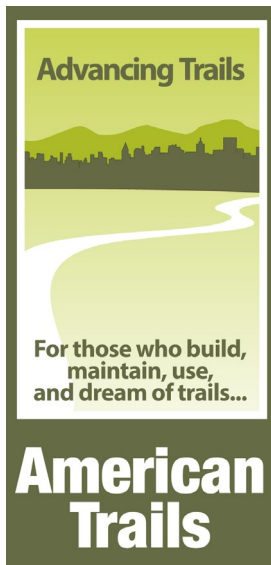
- • Upgrading a property that has been dormant and a major eyesore for decades
- • Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements
- By providing a place for residents of the Oak Knoll area and beyond to come to dine and gather together

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, I would strongly encourage you to support and approve the project.

Best,

Josh Phelps
Grounded Wine Co.

c: (707) 287-2489



American Trails

Advancing trails for those who build, maintain, use, and dream of trails...

October 29, 2019

RE: OAK KNOLL HOTEL

ATTN: Napa County Supervisors, Planning Commissioners and Planning Department

To Whom It May Concern:

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA.

American Trails Board

Executive Committee

John Favro, Chair
TrailsGuy, Trail Consultant

Jenny Rigby, Vice-Chair
The Acom Group

Marianne Fowler, 2nd Vice-Chair
Rails-to-Trails Conservancy

Terry Hanson, Treasurer
Trail Consultant

Mike Passo
Executive Director

Directors

Cathy Corlett
Corlett Landscape Architecture, LLC

Jim Dailey
Flake and Kelley Commercial

Danielle Fowles
Tread Lightly!

Jan Hancock
Hancock Resources, LLC

Joe Taylor
Evansville Convention & Visitors Bureau

Marie Walker
The Corps Network

American Trails is a national trail advocacy organization that works on behalf of all trail types, including bicycling. We provide resources for those that build and maintain trails and believe that trails move people. Access to trails make people of all ages, backgrounds, and abilities live healthier, more active lives. Research shows that people living near parks and trails are more likely to know their neighbors, experience a sense of belonging, feel safer, and have better health outcomes compared to those without close-to-home access to trails. Trails create attractive, safe communities, increase property values and tax revenues, enhance marketability, and increase home sales or leases more than conventional development.

This Oak Knoll project will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for decades;
- Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail;
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements;
- And by providing a place for residents of the Oak Knoll area and beyond to come to dine and gather together.

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, we would strongly encourage you to support and approve the project—not only for the community members themselves, but for the many visitors to your beautiful city for years to come.

Sincerely,

Candace Gallagher, Director of Operations
American Trails
candace@americantrails.org

PO Box 491797
Redding, CA 96049-1797
Phone (530) 605-4395
Fax (530) 867-9014
trailhead@americantrails.org
www.AmericanTrails.org

October 19, 2019

RE: OAK KNOLL HOTEL

ATTN: Napa County Supervisors, Planning Commissioners and Planning Department

To Whom it May Concern:

My Name Is Christopher Myers, My wife Amanda and I are in complete support of this project. We have driven up Hwy 29 for years always wondering when someone would improve this place.

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA.

We are excited for this project because it will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for decades;
- Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail;
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements;
- By providing a place for residents of the Oak Knoll area and beyond to come to dine and gather together;

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, we would strongly encourage you to support and approve the project.

We live at the corner of Hwy 29 and Zinfandel Lane. As residents living along Hwy 29, we are encouraged by this plan to provide another step in making this valley open to cyclists and pedestrians who travel along the Hwy.

The idea of redeveloping this hotel is a great step in that direction. One of sustainable, smart growth for this valley.

Sincerely,

Chris and Amanda Myers



1232 Zinfandel Lane

Saint Helena, Ca. 94574



October 10, 2019

RE: OAK KNOLL HOTEL

ATTN: **Napa County Supervisors, Planning Commissioners and Planning Department**

To Whom it May Concern:

I am writing today to express my support for the Oak Knoll Hotel project at 5091 Solano Avenue, Napa, CA.

This project will benefit the community in many ways including:

- Upgrading a property that has been dormant and a major eyesore for decades;
- Providing a new environmentally sensitive tourism model focused on cycling given the hotel's direct proximity to the Napa Valley Vine Trail;
- By reducing the overall intensity of the land by transforming from a 296 seat restaurant and 20,000 square feet of commercial/retail area to a small boutique hotel with less guests, employees, traffic and water usage compared to the existing entitlements;
- By providing a place for residents of the Oak Knoll area and beyond to come to dine and gather together;

Given these positive benefits, as well as the overall design aesthetic and smart positioning of the hotel, we would strongly encourage you to support and approve the project.

Sincerely,

Harsha Chanrai

Harsha Chanrai

Saira Hospitality

CEO/Founder



Public Works Department – Water Division

February 12, 2016

Ms. Dana Ayers
Napa County Planning, Building, & Environmental Services
1195 Third Street, Suite 210
Napa CA 94559

Subject: Oak Knoll Hotel Use Permit Application Number 14-00215 at 5091 Solano Avenue, Napa, CA (APN 035-031-009)

Dear Ms. Ayers,

We have reviewed the permit application and Initial Study for Napa County for a conditional use permit at 5091 Solano Avenue (Napa County Assessor's Parcel Number 035-031-009). As previously documented in letters from the City dated January 24, 2007, May 21, 2014, and July 14, 2014, although the project is located outside the City limits and outside the City's Rural Urban Limit ("RUL") line, there is an existing one-inch City water service and an existing ¾-inch City water service to the Property. The use permit application does not request any changes to these current City water services; however, the application proposes to rely upon those water services to serve a project that would significantly expand the historic use on the property. The City has a number of concerns with the proposed project summarized as follows and explained in more detail below:

1. The existing water services are undersized for the use proposed by the application, and do not comply with the City's design standards regarding the sizing of water services for the proposed project.
2. The project will increase demands from annual use averaging 5 acre-feet per year with a daily range of 2,800 to 8,200 gallons per day (based on historic use of water at the property from 1996-2002) to over 13 acre-feet per year based on projected usage of 12,000 gallons per day (for the proposed project).
3. The project relies upon a private system of on-site storage and pumping to take City water supply and deliver it to the project. This is a work-around to avoid modifications to the water services, and it creates a public water system subject to State Division of Drinking Water Regulation since it serves 25 or more persons per day.
4. The proposed expansion of use on the property for a hotel is not a use that was in existence prior to City Charter Section 180 (March 2, 1999), and it generates water demands that require a new water service. City Charter section 180 limits the City's ability to serve water outside the RUL.

Section 5.01.02 of the City of Napa's Public Works Department Standard Specifications and Standard Plans require water services to be sized appropriately for their intended use. Based on these standards, the existing service pipes and meters serving this site are undersized for the proposed use. Meters from a public water system are designed to accommodate all demands from the property without the need for

on-site storage and pumping systems to meet peak demands. The proposed use (which includes a 50 room full service hotel with retail, full service spa, and restaurant) would typically require a 4 or 6-inch fire service and a 1.5 or 2-inch meter to meet the projected demands without detrimentally affecting the water facilities including the service meter. If this project were proposed in the City the project would be conditioned to install appropriately sized water services to comply with the City's Standards and the City recommends the County insure the project meets these standards.

The application states the proposed use will consume 12,000 gallons of water per day which is 13.4 acre-feet of water per year. This proposed use is nearly three times greater than the historical average use of 5 acre-feet per year. In other words, this is more than an 8 acre-feet per year increase in demand. The City's water supply planning does not account for this significant intensification of use outside the City limits. The City remains concerned that this type of significant increase in water demand from existing services outside the RUL will set a precedent that may have an adverse effect on the availability of water supplies in the future. Furthermore, if this type of significant intensification of usage of existing water meters (continuous pumping beyond the intended use of the meters, with onsite storage) occurred throughout the City's water system, it would have a serious impact on the City's ability to meet California Department of Health as well as American Water Works Association Standards of operational criteria for fire-flow and in-system storage.

The project proposes to take supply from the City through existing undersized meters (that were sized to serve much less intense historical uses on the property) and create a private water system on-site to store and distribute the water to meet peak demands. This is a work-around to avoid installation of appropriately sized water services to meet the demands generated by the proposed project. The reliability of an onsite system to meet public health and safety requirements as compared to a properly sized service from the City system should be reviewed by County staff, specifically the Environmental Health Division. As the Environmental Health Division staff is aware, if a project serves 25 or more persons per day it meets the definition of a public water system and must comply with State Division of Drinking Water's regulations for potable water. The project should provide details of the onsite monitoring and reporting of chlorine residual as well as formation of disinfection by-products during water storage, noting that a plan for chlorine injection system and treatment will be required.

Furthermore, the project application states that emergency water (approximately 70,000 gallons) will be trucked from the San Jose Water Company. The City suggests that the County confirm the reliability of this source. The City suggests the County consider the potential environmental impacts of 23 trucks hauling 3,000 gallons of water each from San Jose to Napa when the County considers the adequacy of the CEQA document.

Given these concerns, City staff recommends that the County require the project to install appropriately sized water services to meet commercial and fire water flows for the proposed project. New water services to the property will require a four-fifths vote of City Council pursuant to City Charter Section 180. Alternatively, the County should restrict the use of the existing City water services to the uses that existed prior to City Charter Section 180 (March 2, 1999) and to the historical average annual use of 4,800 gallons per day.

If you have any further questions or concerns, please feel free to contact me at (707) 257-9521, extension 7319.

Sincerely,



Joy Eldredge
Water General Manager
Public Works, Water Division

Cc (via email): Mike Parness, City Manager
Michael Barrett, City Attorney

Jacques LaRochelle, Public Works Director
Rick Tooker, Planning Director
Phil Brun, Deputy Public Works Director – Operations
Brendon Freeman, LAFCO Executive Director
Brian Russell, Applicant's Representative
Greg Pitts, Applicant

Cc (via hard copy): Scoop/File



Town of Yountville

"The Heart of the Napa Valley"

February 11, 2016

Dana Ayers
Napa County Planning, Building & Environmental Services
1195 Third Street, Suite 210
Napa, CA 94559

Re: Conditional Use Permit for Oak Knoll Hotel, 5091 Solano Avenue

Dear Dana,

This letter is in regards to the Oak Knoll Hotel Use Permit application for the property located at 5091 Solano Avenue, south of the Town of Yountville. The Town of Yountville believes this project has countywide implications associated with commercial development in the Agricultural Preserve that deserve broader discussion. The project is contrary to the policies in the Napa County General Plan for the concentration of development within existing city and town boundaries and the effort to protect vineyard and agricultural uses.

The project involves an intensification of commercial uses that far exceeds the scope of the former uses, which have been neglected, abandoned, and left fallow for approximately a decade. The proposal for a 50 room hotel, spa, general retail store, and 100 seat restaurant as well as an approximately 15% increase in new building area, about 5,000 square feet, is not a slight increase in use and density, but rather a major intensification. This will require significantly more water than the prior restaurant and retail uses and existing water meters are vastly undersized for the change in use.

Furthermore, the Town of Yountville is concerned with the number of other lodging projects approved by the County less than one mile from the subject property on Solano Avenue: Cottages of Napa Valley and Hillview Country Inn. A third, large lodging project in such close proximity would result in an intensification of urban uses within unincorporated Napa County and is inconsistent with existing adjacent and nearby agricultural uses. It is interesting to note that unincorporated Napa County has the second largest number of hotel rooms amongst the six Napa County jurisdictions at present.


Other issues of concern include:

- As with any employment-generating development that occurs within the County, programs for the provision of new affordable housing to address the need should be identified and described, rather than relying on existing. For example, the Town of Yountville obtained 25 affordable units when an existing lodging property added 32 hotel rooms and another 25 affordable units when a new 62 room hotel was constructed.

- Existing building height is low and has little visual impact on surrounding vineyards and hillsides, but the proposed three-story massing appears to be visually intrusive to hillside vistas. This type of massing is appropriate for cities, but will be out of scale at the proposed development site adjacent to vineyards. It is interesting to note that the Town of Yountville does not have any three-story structures.
- The cumulative traffic impacts to Solano Avenue and the approach to Town of Yountville are a concern both with the intensification of the use and the request for reduced parking. The increase in vehicle load for the base use of 50 hotel rooms and 100 restaurant seats represents a significant increase over existing land use, especially since existing uses have long been abandoned. Additionally, the number of proposed marketing events during times when the restaurant will be open adds to this increased vehicle load.
- The maximum commercial buildout of this Commercial Limited parcel sets bad precedent in a County that puts a high value on vineyard and agricultural protection. Furthermore, redevelopment of the parcel in 2016 should be required to meet all current development standards without exception.

Thank you for the opportunity to comment on this project.

Sincerely,


Sandra Liston
Planning Director

cc Mayor and Yountville Town Council
Steven Rogers, Yountville Town Manager
Mike Parness, Napa City Manager