



City of St. Helena
Special Joint City Council and Planning
Commission Meeting
Tuesday, August 14, 2018 @ 3:00 PM
Vintage Hall Board Room - Second Floor
465 Main Street, St. Helena

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of four minutes.

Page

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Mayor: Alan Galbraith

Vice Mayor: Peter White

City Council: Paul Dohring

Geoff Ellsworth

Mary Koberstein

Chairperson: Lester Hardy

Vice Chair: David Knudsen

Commissioners: Bobbi Monnette

John Ponte

4. PUBLIC FORUM:

Under California law, public comments at special meetings are limited to subjects on the agenda only. Therefore public comment will take place during consideration of the item. Each person's comments shall be limited to 4 minutes.

5. NEW BUSINESS

5.1. St Helena 2040 General Plan and EIR Finalization and Status Update

5 - 90

CEQA Determination: Environmental Impact Report

Prepared By: Noah Housh, Planning & Community Improvement
Director

Recommendation:

It is recommended the City Council and Planning Commission review the recommended refinements to draft policies and actions, discuss the various issues identified, and provide direction to staff and the consultant regarding the content of the Draft 2040 General Plan Update that will be released for public review in September.

[Staff Report - Pdf](#)

[Planning Commissioner Ponte Comments](#)

[Presentation](#)

[Public Comment.Ann Nevero](#)

6. ADJOURNMENT

The next Regular City Council meeting is scheduled for August 28, 2018, at 6:00 p.m. in the Vintage Hall Board Room located at 465 Main Street.

This agenda was posted at City Hall, 1480 Main Street, and at Vintage Hall, 465 Main Street, St. Helena, California on August 3, 2018.



Cindy Tzaopoulos, City Clerk

In Compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the City Clerk's Office (707) 967-2792. Notification 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act will enable the City to make reasonable arrangements to ensure accessibility to this meeting

CHALLENGING DECISIONS OF CITY ENTITIES

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City of St. Helena is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision, including without limitation Government Code section 65009 applicable to many land use and zoning decisions, Government Code section 66499.37 applicable to the Subdivision Map Act, and Public Resources Code section 21167 applicable to the California Environmental Quality Act (CEQA). Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. Government Code section 65009 and 66499.37, and Public Resources Code section 21167, impose shorter limitations periods and requirements, including timely service in addition to filing.

If a person wishes to challenge the above actions in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of St. Helena, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

SUPPLEMENTAL MATERIAL RECEIVED AFTER THE POSTING OF THE AGENDA

Any supplemental writings or documents distributed to a majority of the City Council regarding any item on this Agenda, after the posting of the Agenda, will be available for public review in the City Clerk's Office located at 1480 Main Street, St. Helena, California, during normal business hours. In addition, such writings or documents will be made available on the City's web site at <https://sthelena.civicweb.net> and will be available for public review at the

respective meeting.



Report to the City Council
Council Meeting of August 14, 2018

Agenda Section: New Business

Subject: St Helena 2040 General Plan and EIR Finalization and Status Update

**CEQA Environmental Impact Report
Determination:**

Prepared By: Noah Housh, Planning & Community Improvement Director

Reviewed By: Noah Housh, Planning & Community Improvement Director

Approved By: Mark T. Prestwich, City Manager

BACKGROUND

The General Plan update formally began in April 2007, when the “Community Visioning and Existing Analysis” process was begun by the General Plan Update Steering Committee (GPUSC). This effort involved extensive community input leading to the preparation of first full draft of the General Plan in the summer of 2010. Concurrently, environmental analysis was also taking place, leading to the completion of the Draft General Plan EIR in August 2010. The Draft General Plan EIR was subsequently circulated for review, comments were received, and a Final EIR (FEIR) was prepared in October 2010. The Planning Commission completed its review and recommended City Council approval of the document in October 2010.

During the City Council review in late 2010, a number of issues surfaced, most notably concerning water supply. Ultimately, it was decided by Council to postpone action on the General Plan in order to appropriately address the issue of water supply. A “Safe Yield Committee” was formed and a Water Management Program was developed. The Water Management Program was adopted by Council in November 2012, and thereafter incorporated into the draft General Plan.

The City Council continued with a detailed review of the draft General Plan during numerous hearings held during late 2013 through June of 2014. In the late summer and fall of 2014, the Planning Commission reviewed the various changes made by Council

since the Commission had reviewed the General Plan in October 2010. However, no significant action was taken to formally update the associated EIR, as the focus appears to have been on updating the General Plan document itself. During this timeframe, the Planning and Community Improvement Department also experienced significant staff turnover, impacting the ability for the City to efficiently manage the EIR and General Plan update process.

On April 15, 2015, the City Council held a Study Session on the St Helena General Plan update, and provided direction to City staff regarding the creation of a new residential land use category, Low-Medium Density Residential. This designation was intended to better fit the existing density and development pattern of a majority of the City's single-family neighborhoods (which are primarily developed at approximately 5-6 units per acre), than the current Medium Density Residential designation which allows an unusually wide density range of 5 to 16 dwelling units per acre.

Between April and August of 2016, the Planning Commission held six study sessions to review the 2016 draft of the St Helena 2035 General Plan Update (April 19, 2016, May 17, 2016, June 7, 2016, June 21, 2016, and July 19, 2016, and August 2, 2016). At the July 19, 2016, Planning Commission meeting, Chairperson Grace Kistner, and then Vice Chairperson Mary Koberstein presented a compilation of the comments and direction concerning the General Plan taken from the preceding Commission Study Sessions. This summary augmented and clarified the summary contained in the staff report prepared for the meeting.

The Commission spent the majority of the July 19, 2016 Study Session reviewing and discussing the summary memo as prepared by the Commission Chair and Vice Chair. After a thorough discussion of the document, the Commission directed staff to incorporate into the summary the various changes/edits as agreed to by the Commission and further directed that staff present this revised summary to the Commission at the August 2, 2016 Commission meeting, which occurred.

On January 9, 2018, the City Council approved a contract with planning consultants Dyett and Bhatia to finalize the St Helena General Plan Update and draft a new EIR for the document. In approving this contract, concerns over finalizing the scope of the General Plan Update and EIR analysis were expressed by the City Council. In response, staff scheduled additional meetings to gain input on the scope of both documents, before the Consultant formally initiated their update process.

On February 20, 2018, and on March 27, 2018, the City Council and Planning Commission held meetings to review the proposed scope of the General Plan Update and EIR. Specific attention was placed on a July 2016 memo drafted by the Commission Chair and Vice Chair which had not previously been reviewed by the City Council, a list of topics provided by from staff and the consultants and a number of individual comments and concerns raised by citizens (primarily throughout the summer of 2016).

DISCUSSION

Based on guidance received at the February 20 and March 27 meetings, the consultant has proceeded with the environmental analysis and revisions to the General Plan Update. Public review drafts of both documents are expected to be available in September 2018. The intent of this item is to provide the City Council and Planning Commission with an update on the progress of the work and to receive direction on a number of questions that have emerged in the course of detailed review of the individual elements of the General Plan and a careful review of existing and future conditions as part of the EIR impact analysis. Specifically, this item is intended to allow for a discussion of opportunities to further refine the policies and implementing actions in a way that streamlines, clarifies or facilitates implementation of the General Plan Update and ensures they adequately address regulatory requirements and State guidelines. Feedback and direction from the City Council and Planning Commission will be used to finalize the General Plan Update for public review in September.

Given the process to date, it is worth emphasizing that the Draft 2040 General Plan Update is the product of numerous City Council and Planning Commission meetings held over several years and that the wording contained in current working draft reflects Commission and City Council direction received to date. The current working draft of the General Plan Update is here: <http://cityofsthelena.org/planning/page/general-plan>.

The intent of this meeting is to both acknowledge this past input from the Planning Commission and City Council, and also allow the current decision-making bodies input to finalize direction on the draft that will be brought back before them for action at the end of this year. At that time, decision-makers and the public will have the benefit of the CEQA analysis and additional public comments on the draft General Plan Update to inform their decision on adoption.

Description of Proposed Changes

The following is a description of proposed edits to the General Plan policy framework, as proposed by the consultant. A summary matrix is included as Attachment 1 to this staff report.

Land Use Element

Topic Area: Growth Management

The current text of Policy LU1.7 references a specific maximum annual number of market rate housing units that can be constructed in St. Helena, while the text of Action LU1.F commits the City to reviewing and potentially revising that same number. This could potentially be construed as a conflict and so to ensure the General Plan is internally consistent (as required by law) and to clarify the City's intent with respect to growth management policy, the following revision to Policy LU1.7 that removes the reference to a specific number of units is recommended:

LU1.7 Continue to limit the approval of market rate residential development to ~~a~~ the maximum of 9 dwelling units allowed under the Growth Management System. Regulated affordable units, and second units are exempt from this limitation.

Additionally, since the technical modeling for the EIR is premised partially on the assumption of 9 market rate housing units constructed each year over the life of the Plan, the following edit to Action LU1.F is recommended to allow the City to study potential revisions, including elements which come from the prioritized housing strategy without undercutting the assumptions of the EIR:

LU1.F Evaluate the effectiveness of the Growth Management System and consider the need for revisions in light of the City's Housing Strategy. As part of this effort, study options for incorporating a mechanism to assess the relative benefits a proposed residential project brings to the community as compared to the other proposed residential projects such as through a community benefits program.

The City currently provides limited municipal services, including water, wastewater, and public safety services, to unincorporated areas immediately adjacent to St. Helena, and the City owns and operates water and wastewater facilities such as pipes and tanks in these unincorporated areas. Particularly along SR 29 immediately south of the City limit, many properties currently rely on wells and individual septic systems of various ages and capacities. As such, the extension of municipal utility service to these areas would potentially be of benefit to public health and safety. Annexation of these areas to the City of St. Helena is one avenue that could facilitate the efficient provision of modern municipal services to these areas while ensuring the City receives the necessary revenue to support extension of municipal services and infrastructure. Therefore, the following policies are recommended for addition:

LU1.X Work with property owners and the Napa County Local Agency Formation Commission to study the benefits of annexing lands adjacent to the City of St. Helena where the City owns and operates critical municipal utility infrastructure and provides municipal services or where the provision of municipal services to replace wells and aging septic systems would improve public health.

LU1.X In the event that unincorporated areas are annexed to the City, advocate for favorable tax-sharing agreements that ensure that the City receives the revenues necessary to support the municipal services and infrastructure required in those areas.

Topic Area: Residential Neighborhoods

Senate Bill 35 (SB 35), enacted in 2017, requires the use of objective standards for the evaluation of certain residential development proposals. In view of these new requirements and in order to provide clarity on the City's intent, it is recommended that the word "consider" be replaced with "allow" in Policy LU2.6:

LU2.6 ~~Allow~~ ~~Consider~~ residential ~~higher density housing~~ at the higher end of the permitted range for single family developments within Medium and High Density Residential Land Use Designations as long as the development character of the single family area is maintained, including lot widths, orientation to street, building heights, onsite parking, traffic, noise, among other considerations.

Topic Area: Commercial Districts

As part of an ongoing assessment of parking conditions in the downtown area, the City has consistently identified 1301 Mitchell Drive, currently owned by PG&E, as a potential location for additional public parking facilities. Recommend adding this new action to acknowledge past efforts and to facilitate acquisition of this site for public parking:

LU3.X Pursue acquisition of 1301 Mitchell Lane to provide additional public parking facilities in the Central Business District.

Topic Area: Agricultural Uses

LU5.F and LU5.I both address potential impacts to farmland, however, LU5.I is more detailed and precise. Recommend combining as follows to eliminate redundancy:

~~LU5.F Evaluate rezonings, or General Plan amendments to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands.~~

LU5.I Evaluate all discretionary land use applications, rezonings, and/or General Plan amendments, including those outside the Urban Limit Line to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands where feasible. Where conversion of farmlands mapped by the state cannot be avoided, require long-term preservation of at least one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be rezoned or redesignated to non-agricultural uses. This protection may consist of establishment of farmland easements or other similar mechanism, and the farmland to be preserved shall be located within the City and preserved prior to approval of the proposed discretionary land use application rezoning, or General Plan amendment.

Topic Area: Public Facilities

Action LU6.E is more directly about transportation than land use. Recommend moving it to the Circulation Element and adding a cross reference here in the Land Use Element to point the reader to related policies/action in the Circulation Element.

LU6.E Require safe and accessible bicycle and pedestrian access for all newly-developed public facilities and sites.

Action LU6.F is more directly about utility infrastructure than about land use. Recommend moving it to the Public Facilities and Services Element and adding a cross reference here in the Land Use Element to point the reader to related policies/action in the Public Facilities and Services Element.

LU6.F Provide for capital needs of water and wastewater systems.

Economic Sustainability Element

Topic Area: Sustainable Tourism

Policy ES2.4 and the first sentence of ES2.6 both seek to encourage sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors. The second sentence of ES2.6 is about a separate but related issue - reducing visitor trips by expanding lodging opportunities in the central area of the City. Recommend editing to clarify as follows:

ES2.4 Encourage green transportation options to circulate citizens and tourists throughout the community. Promote sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors to the community.

ES2.6 ~~Promote sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors to the community.~~ Expand lodging in the downtown area to encourage walking, biking and alternative transportation modes in order to reduce the need for automobile trips.

Recommend editing Action ES2.A as follows to provide property owners with clarity as to how consideration of other potential lodging options subject to the Transient Occupancy Tax will be considered:

ES2.A Continue to prohibit formula restaurants, chain discount stores and time-share lodging projects (excluding Fractional Ownership Lodging). Consider destination membership clubs and other potential lodging options that contribute to the Transient Occupancy Tax (TOT) revenue stream subject to a conditional use permit.

Action ES2.D contains three distinct but related items, all of which are more directly related to transportation than to economic development. These concepts are not in the current draft of the Circulation Element so, recommend moving these items there without changing the text. Additionally, recommend adding a cross reference here in the Economic Sustainability Element to point the reader to related policies/action in the Circulation Element.

ES2.D Enhance the pedestrian environment within the commercial area, and support the development of bicycle trails throughout St. Helena with the goal of connecting to a countywide system. Encourage the use of group transit options in order to decrease tourist-generated traffic congestion. Encourage the use of pedi-buses by the school

district to guide children safely and in a more healthful and sustainable manner to school.

Public Facilities and Services

The narrative section on Police and Fire Protection Services includes detailed information on current staffing levels, equipment and response times that will likely fluctuate over the life of the General Plan. While information on trends is important for planning purposes, as a general practice, it is recommended that details that can quickly go out of date not be included in the General Plan. This practice will help keep the General Plan current over the long run without the need for updates, which are limited by law to 4 times per year. Therefore, it is recommended that this detailed information be removed from the General Plan, but included in the EIR where a detailed description of existing conditions is appropriate and necessary.

Topic Area: Storm Drains

Action PF3.B discusses the responsibility of developers for stormwater infrastructure improvements. Given that the General Plan is a high-level guiding document and the Municipal Code clearly establishes a nexus between the impact to the City and the fee charged on development for provision of adequate stormwater infrastructure, recommend rewording as follows:

PF3.B Continue to require that new development contribute on a fair share basis to the extension or upsizing of storm drainage infrastructure as needed to accommodate it through the construction of infrastructure and/or the payment of Impact Fees.

The City has adopted requirements for Post-Construction Runoff Management, which developers must meet. Recommend referencing those requirements in Action PF3.G. Additionally, as currently worded, the action could be interpreted to mean that the City should implement and pay for LID practices. Recommend clarifying that it is the responsibility of property owners with the following edits:

PF3.G Continue to require that new development and redevelopment implement Post-Construction Runoff Management measures, including low impact development practices, to reduce stormwater peak flow rates and volumes from smaller, more frequently occurring storm events.

Action PF5.B commits the City to developing a Safe Routes to School (SR2S) program; however, the Napa County Office of Education and the Napa Valley Transportation Authority already partner to provide SR2S programs throughout the County, including in St. Helena. In order to avoid reinventing the wheel and to make optimal use of City resources, the City could partner with those agencies and the St. Helena Unified School District to develop and implement local strategies. Recommend re-wording as follows:

PF5.B Partner with the Napa County Office of Education, the Napa Valley Transportation Authority, and the St. Helena Unified School District to develop and implement local Safe Routes to School Strategies that improve walking and bicycling access to schools and after-school programs; ~~The program can promote bicycling and walking to benefit students' health; decrease automobile traffic near schools; and support local efforts to improve the environment. Align this program~~ Safe Routes to School strategies with the City's bicycle and pedestrian trail systems.

Circulation Element

CR1.D directs the City to use performance measures for evaluating the traffic impacts of proposed developments; however these measures are not defined in the Circulation Element. The policy seems to be linked to the new approach to traffic impact analysis discussed in the section the Element titled "Transportation Performance Measures," which lays out objectives for performance measures that should be developed at a future date. Recommend re-wording the Implementing Action to direct the City to develop and implement performance measures in line with the new approach to traffic impact analysis articulated earlier in the document:

~~CR1.D Use the performance measures defined in the Circulation Element as the basis for evaluating the impacts of development on the street system.~~ Adopt and implement transportation performance measures that promote an efficient transportation system performance from the perspective of all users and incorporate the environmental consequences of transportation decisions. These performance measures shall supplement the City's traditional automobile Level of Service (LOS) thresholds with the goal of improving multimodal circulation and managing traffic congestion in St. Helena.

Actions CR1.J, CR2.H and CR1.K all relate to the provision of bicycle and pedestrian infrastructure. CR1.J and CR2.H seem to be concerned with the construction of new pedestrian and bicycle infrastructure on or immediately adjacent to proposed development sites; while CR1.K seems to be concerned with development impact fees related to the provision of citywide pedestrian and bicycle infrastructure. To eliminate overlap and clarify the intent of these three actions some edits are recommended. First, recommend combining CR1.J and CR2H as follows and linking them to adopted City standards that detail specific requirements. Pointing to the City's adopted Engineering Standards in this way allows the General Plan to provide clear, high level guidance without the need for an amendment when City standards and specifications are updated:

CR1.J As new development and redevelopment occurs, require the provision of links to existing streets, street right-of-way dedications, and improvements to the local roadway network (including pedestrian and bicycle improvements), consistent with adopted Engineering Standards and the St. Helena Bicycle Plan. Additionally, in the case of subdivisions, require the provision of sidewalks on all local streets within the development.

As edited above, CR1.J would replace the following Actions:

~~CR1.J Ensure that any new land use development provides a continuous path of travel for walking and bicycling from the development site to the center of downtown and other key destinations, as determined by the City. Determine appropriate bicycle and pedestrian routes based on street typologies and the proposed bicycle and pedestrian network. If a path of travel is not continuous, require development to construct improvements and/or contribute to the transportation mitigation fee program.~~

~~CR2.H Ensure that any new development and modifications to existing projects provides sidewalks or walkways located within the City's right-of-way. Further, unless exempted or deferred by the City Council, ensure that all residential developments and modifications to existing developments sidewalks on all local streets within the development.~~

Additionally, recommend the following edit to clarify that the Multimodal Transportation Mitigation Fee program does not yet exist yet and to direct the City to create it:

~~CR1.K Fund transportation improvements through~~ Adopt and implement a citywide Multimodal Transportation Mitigation Fee program to provide funding on a fair share basis for the mitigation fee program will include transportation improvements that reduce citywide automobile trips, including completing the bicycle and pedestrian network, implementing transportation demand and systems management strategies, and improving traffic signal coordination on State Route 29. Ensure that fees take into consideration ~~to a development's~~ the contribution of new development to changes in net new automobile trips and change in travel time along State Route 29.

Action CR2.C comes from the 2012 St Helena Bicycle Plan. The referenced ordinance has not yet been adopted and is not strictly necessary to achieve the desired intent. To streamline implementation and provide additional clarity about requirements, recommend synching the language with Action CR1.J as follows:

~~CR2.C Develop and adopt an ordinance that~~ Require any new development and modifications to existing projects to provide bicycle and pedestrian improvements and amenities, consistent with adopted Engineering Standards and the St. Helena Bicycle Plan.

Historic Resources Element

Section 6.4 Goals contains the following text which reads like policy language and seems out of place. Suggest including it as Policy HR2.2 with no edits:

HR2.2 In cooperation with Native American Research and Historical Preservation Society, improve community access to information about Native American life.

Policy HR1.5 addresses archaeological, paleontological and historic resources; however the methodology for determining the presence of such resources on a given site is different for archaeological and paleontological resources than it is for historic

resources. Therefore, it is recommended that the current policy be split into two separate policies for the purpose of clarification. Additionally, the policy language should be clarified to reflect that the NWIC does not make recommendations for additional cultural resources studies, but rather provides information on previously completed studies.

HR1.5 For development and redevelopment proposals in archaeologically and paleontologically sensitive areas of St. Helena, require an assessment of the potential for archaeological and paleontological resources, including a site survey and a records search of the California Historical Resources Information System at the Northwest Information Center (NWIC). As warranted by the results of the assessment, require additional studies to identify and address project-specific impacts on archaeological and paleontological resources. The City shall incorporate the study recommendations as project conditions of approval to ensure that impacts on archaeological and/or paleontological resources are mitigated. Studies shall be prepared according to National Register Bulletin 24:Guidelines for Local Surveys: A Basis for Preservation Planning and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

HR1.6 When development or redevelopment on a site that contains any structures over 45 years old, require a records search of the California Historical Resources Information System at the Northwest Information Center (NWIC) to determine the presence of historic resources. As warranted by the results of the records search, the City shall require evaluation of structures over 45 years old to determine their historical significance. Studies shall be prepared according to National Register Bulletin 24:Guidelines for Local Surveys: A Basis for Preservation Planning and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

Actions HR2.E and HR2.F are word-for-word the same as HR1.J and HR1.K. They don't seem relevant to public awareness. Recommend deleting here and retaining above to eliminate this redundancy.

Community Design Element

Unlike other Elements of the General Plan Update, each topic area in the Community Design Element is introduced with its own narrative. The text of the narrative is helpful for setting up the policies and actions that follow, but for the sake of consistency with other elements of the Plan, this text could be relocated to section 7.2 of the Community Design Element. With this change, all Elements of the General Plan Update would have a consistent structure.

Topic Area: High-Quality and Sustainable Design

Action CD1.B seems to contain three distinct but related actions. Recommend splitting them out as shown to facilitate implementation:

~~CD1.B Adopt a Green Building and Landscaping Ordinance that establishes green building and landscaping site design standards customized to meet the unique climatic context of the community. Partner with third party agencies, such as PG&E, to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences. Offer incentives for improving energy efficiency in existing buildings. Landscaping standards should limit impervious paving and identify standards and incentives that encourage the use of locally-propagated native, low-water, drought-tolerant planting and integrated pest management practices.~~

~~CD1.C Adopt a Green Building and Landscaping Ordinance that establishes green building and landscaping site design standards customized to meet the unique climatic context of the community. Partner with third party agencies, such as PG&E, to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences. Offer incentives for improving energy efficiency in existing buildings. Landscaping standards should limit impervious paving and identify standards and incentives that encourage the use of locally-propagated native, low-water, drought-tolerant planting and integrated pest management practices.~~

~~CD1.D Adopt a Green Building and Landscaping Ordinance that establishes green building and landscaping site design standards customized to meet the unique climatic context of the community. Partner with third party agencies, such as PG&E, to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences. Offer incentives for improving energy efficiency in existing buildings. Landscaping standards should limit impervious paving and identify standards and incentives that encourage the use of locally-propagated native, low-water, drought-tolerant planting and integrated pest management practices.~~

Topic Area: Commercial and Industrial Area.

Policy CD2.2 would allow for flexible setbacks, while PS4.1 and other policies elsewhere in the General Plan require the maintenance of transitional buffer zones around industrial properties to protect surrounding uses from adverse safety and noise impacts. To avoid conflict between these policies and to ensure the General Plan is internally consistent as required by law, the following clarifying edit is recommended:

CD2.2 Within industrial and commercial areas outside downtown, maintain transitional zones as needed to protect public health and safety but allow flexible front setbacks while encouraging transparent and accessible front façades and parking on the sides and backs of buildings.

Action CD2.E seems to commit the City to adopting beautification programs that target existing commercial and industrial properties and also to exploring options for similar programs that apply to commercial properties and to City-owned public rights of way. If that is correct, it would make implementation easier to split this into two separate actions so that each could be addressed individually on separate timelines as determined by City decision-makers. Recommend clarifying edits as follows:

CD2.E Adopt and implement façade and landscape beautification programs to provide assistance to owners of existing commercial and industrial properties. ~~Explore potential programs, such as commercial façade improvement programs and traffic calming incentive programs.~~

~~CD2.E Adopt and implement façade and landscape beautification programs to provide assistance to owners of existing properties. Explore the need for additional potential programs in commercial and industrial areas, such as commercial façade improvement programs and traffic calming incentive programs.~~

Topic Area: Residential Neighborhoods

Policy CD3.3 seeks to encourage landscaping and tree planting as well as adoption of comprehensive tree preservation standards, policy objectives also echoed in the Circulation Element and in the Open Space and Conservation Element. Recommend adding a cross reference to those related policies and also editing to clarify that the City would adopt comprehensive tree preservation standards, rather than support adoption by another agency:

CD3.3 Encourage the use of landscaping and tree plantings as buffers between sidewalks and residential uses. Discourage the removal of existing trees and adoption of a more comprehensive tree preservation standards ordinance.

Action CD3.G commits the City to exploring reduced parking requirements, but does not specify under what conditions this should be considered. Reduced parking requirements considered in or adjacent to the CBD should be done in conjunction with other parking management strategies articulated in the Circulation Element (Topic Area 5: Parking). Recommend adding a cross reference to related policies and editing as follows to clarify:

CD3.G Explore a reduction in parking requirements for new residential uses that implement transportation demand management strategies in the central area of St. Helena, consistent with the parking management strategy articulated in the Circulation Element.

Open Space and Conservation Element

Topic Area: Natural Habitat and Biodiversity

Action OS1.N commits the City to conducting a study of adverse flooding impacts potentially due to the natural build-up of gravel in Sulphur Springs Creek as well as to educating property owners about flood risk. These are distinct but related actions. Recommend splitting them into two separate implementing actions and editing as follows:

OS1.N Conduct a study to determine if the natural build-up of gravel in Sulphur Springs Creek will result in a high risk of flooding and identify potential corrective actions, if necessary. ~~Limit development to non-flood risk areas using FEMA's 100 year flood zone~~

~~at minimum, and help educate existing development to be aware of flood risks and available State and Federal insurance opportunities. Ensure that corrective actions implementation measures contribute positively to the preservation of the creek and its corridor.~~

OS1.X Limit development to non-flood risk areas using FEMA's 100 year flood zone at minimum, and ~~help educate existing development to be aware of~~ provide property owners with information on flood risks and available State and Federal insurance opportunities.

The first sentence of Action OS1.M duplicates Policy OS1.7. Recommend deleting that sentence. Additionally, recommend clarifying the language of the second sentence as the use of the word "support" could be construed as requiring the City to contribute financially.

~~OS1.M Encourage local farmers to employ sustainable agricultural practices wherever possible. Support~~ *Encourage agricultural activities that incorporate best sustainable agricultural management practices including by providing information on participation in local programs such as the Napa Valley Vintners - Napa Green Program and the California Certified Organic Farmers certification program.*

Topic Area: Open Space

Action OS2.A commits the City to periodically updating the Bicycle Master Plan. To maintain eligibility for Bicycle Transportation Account Funds from Caltrans, Bicycle Transportation Plans must be updated every five years. Recommend rewording the action to reflect this requirement and moving it to the Circulation Element as it is directly related to transportation and not already included there.

OS2.A ~~Periodically~~ Update the Bicycle and pedestrian Master Plan every five years as required to maintain eligibility for Bicycle Transportation Account Funds from Caltrans. With the next update to establish alignments for proposed trails, design standards, amenities and phasing; and determine and pursue the appropriate funding mechanisms for initial improvements and the long-term maintenance of the trail system, such as a landscape assessment district, real estate transfer tax, transient-occupancy tax or bond measure.

Topic Area: Healthy Living Environment

Action OS4.F commits the City to preparing an inventory of hazardous materials sites in St. Helena and a plan for prioritizing clean up; however, a review of State hazardous materials databases indicates that there is only one contaminated site in the city and it is currently undergoing clean up. Further, it is privately owned and the property owner, not the City is responsible to remediation. As such this action can be revised as follows to ensure adequate action on the part of the City without committing resources unduly.

~~OS4.F Create a remediation plan which will include a comprehensive site identification, inventory and prioritization schedule, as well as a strategy for Coordinate with County, State and Federal agencies, as necessary to identify the location and extent of contaminated sites in St. Helena.~~

Public Health, Safety and Noise Element

Topic Area: Air Quality

Policy PS1.4 seeks to direct land use in a way that minimizes adverse air quality impacts. Recommend the following edit as a balanced land development does not necessarily minimize air quality impacts, whereas a compact development pattern would minimize the need for car trips and reduce their length, thereby minimizing associated emissions:

PS1.4 Promote a compact ~~balanced~~ land development pattern that minimizes cumulative air quality impacts from proposed developments.

Action PS1.B commits the City to developing a Bicycle Master Plan; however, the City already has a Bicycle Master Plan, adopted in 2012, and the current text of the Circulation Element contains policies promoting active transportation, including bicycling and bicycle infrastructure. Recommend deleting this action:

~~*PS1.B Develop an area bicycle plan and bicycle and pedestrian related facilities (including bicycle storage racks). To create a meaningful alternative to automobile usage for short trips, bicycle paths should connect home-to-work or home-to-local shopping locations. Link neighborhoods and commercial areas on a bike path system and encourage bicycle travel.*~~

Topic Area: Fire and Hazardous Materials

Policy PS4.1 seeks to establish a transitional buffer zone around industrial uses to protect surrounding sensitive uses from the risk of fire and other hazards. To provide more clarity and better define the buffer, recommend the following edits:

PS4.1 Use the Zoning Code to define ~~Maintain~~ a transitional zone around industrial areas to protect the health and safety of residential neighborhoods.

Policy PS4.2 seeks to limit development in areas of elevated wildfire hazard. The State delineates and classifies areas of elevated risk, including areas of St. Helena. These are primarily hillside areas of the community. Recommend a minor edit to clearly define the areas of the community at greatest risk and synch the General Plan with available mapping by using common terminology:

PS4.2 Limit development in areas of high and very high wildfire hazard in order to prevent the loss of lives, injuries and property damage due to wildfires.

Action PS4.B commits the City to developing an ordinance that specifies measures to be taken for construction in areas of elevated wildfire risk; however, the State has already developed a fire code with standards specifically for Fire Hazard Severity Zones, based on extensive research into best practices in California. The State law requires that homeowners do fuel modification to 100 feet (or the property line) around their buildings to create a defensible space for firefighters and to protect their homes from wildfires and that new buildings be built of fire resistant material from a pre-approved and tested list. The State has not designated any areas of Very High Fire Risk in St. Helena and so the Fire Hazard Severity Zone standards do not apply; however, by designating a Wildland-Urban Interface Fire Area, the City can require compliance in areas it deems to be of elevated risk. Therefore, the following edits to Action PS4.B are recommended so that the City can take advantage of the work already completed at the State level and apply those best practices in areas it deems at greatest risk:

~~PS4.B Develop an ordinance to regulate development and building methods and materials used in fire-prone areas. Integrate~~ Continue to require implementation of best practices in fire resistance for all new and remodeled structures in fire-prone areas, including removal of fire fuel removal, creation of defensible space for firefighters, construction with fire resistant building materials, and installation of automatic sprinkler systems. Study the need to designate a Wildland-Urban Interface Fire Area within St. Helena to provide protection in additional areas.

Action PS4.I commits the City to developing new, more stringent regulations related to hazardous materials. There are already extensive regulations on this topic at the federal, State and local levels and St. Helena does not have any industries that would seem to require additional measures over and above existing regulations. The EIR will detail all the applicable federal, State and local regulations. Suggest that the action could be revised as follows:

~~PS4.I Strengthen~~ Continue to require compliance with federal, State and local regulations for the safe production, transport, handling, use and disposal of hazardous materials that may cause air, water or soil contamination. Require buffers for operations which handle substantial amounts of hazardous materials. When siting new facilities or expanding existing facilities, require buffer zones between hazardous materials facilities and residential uses, parkland, trails and open space facilities.

As of January 1, 2018 California communities are required to incorporate goals, policies, and objectives related to environmental justice into their General Plans. While St. Helena does not have any neighborhoods that meet the State definition of a disadvantaged community, the law still requires that measures be taken to reduce disproportionate environmental and health impacts on California's most vulnerable residents. Data compiled by the California Office of Environmental Health Hazard Assessment indicate that St. Helenans are in the top 25 percentile Statewide in terms of exposure to pesticides, based on the total pounds of active pesticide ingredients used in production-agriculture per square mile. Given the agricultural character of St. Helena and the surrounding area, it is not surprising that St. Helena, like other California

communities near agricultural fields, may be at risk for exposure to pesticides due to drift or volatilization of pesticides from agricultural fields. The Napa County Agricultural Commissioners' Office runs a comprehensive Pesticide Use & Enforcement Program that regulates use, enforces compliance and provides health and safety training. Nevertheless, to respond to the requirements of SB 1000 and address the potential adverse impacts of pesticides on the community, the following policy is recommended for inclusion:

PS4.J. Work with the Napa County Agricultural Commissioner to identify and enforce mechanisms to control residual pesticides and pesticide runoff to prevent potential damage to water quality, vegetation, and wildlife.

Topic Area 5: Flood Hazards

The Governor's Office of Planning and Research (OPR) published new guidelines for California General Plans in 2017 which recommend the inclusion of policies to address local flood hazards, including hazards related to existing development (as opposed to new development) in flood hazard areas and policies related to flood control infrastructure. As drafted, the policies in this section do not directly address these topics and so to ensure compliance with State guidelines the following policy language is recommended for addition:

PS5. X Coordinate with the Napa County Flood Control and Water Conservation District and other responsible agencies to maintain protocols and funding for the regular inspection and maintenance of flood control facilities in the city, including levees, floodwalls, floodplain terracing, stormwater detention ponds, and pumping facilities.

PS5. X Require that development within flood hazard areas prepare and implement infrastructure and drainage plans compliant with state and federal requirements in order to minimize risk in these areas.

PS5.X Locate new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

Other Requested Changes

The St. Helena Montessori School (SHMS) owns three agricultural lots adjacent to its campus on College Avenue. Currently these three 0.5-acre lots are zoned A-20, which primarily allows for agricultural uses, limiting residential development to only a single-family house and an ADU on each lot. The three parcels are within the Urban Limit Line and currently have City utility services stubbed to each of the lots. Per the attached letter, SHMS has requested re-designation and rezoning of the three lots to Medium Density Residential which would provide SHMS the opportunity to develop workforce housing that would serve its staff and the community (letter attached).

If the City Council supports considering this proposal, the change would be incorporated into the EIR analysis for the General Plan and would be reflected on the Land Use Map when the Draft 2040 General Plan is released for public review in September. Formal action on the proposed re-designation and rezoning of the SHMS properties would come before the Planning Commission and City Council later this year when adoption of the Draft General Plan is considered. SHMS has stated they are not proposing any development at this time; in the future should such development be proposed it would be subject to the City's development review process.

Staff requests direction from the Planning Commission and City Council regarding the request to re-designate the College Avenue parcels from Agriculture to Medium Density Residential.

FISCAL IMPACT

The overall cost of the contract for the General Plan and EIR is \$336,880, including all optional tasks. Additionally, the City Council has approved \$30,000 for the completion of a Parking Demand Analysis to inform the General Plan Update which is anticipated to being after the transportation analysis and policy work on the General Plan and EIR is completed. No additional costs have been identified as a result of the requested direction on proposed refinements to the policies and actions.

RECOMMENDED ACTION

It is recommended the City Council and Planning Commission review the recommended refinements to draft policies and actions, discuss the various issues identified, and provide direction to staff and the consultant regarding the content of the Draft 2040 General Plan Update that will be released for public review in September.

ATTACHMENTS

[Copy of Att 1 - Summary Matrix \(2\) Aug 14 PC CC Meeting](#)
[SH Montessori Letter to City re. 3 Parcels](#)

St. Helena General Plan 2040**Attachment 1 - Summary of Proposed Edits to the General Plan Policy Framework (Discussion Draft)**

Element	Policy/Action	Summary of Recommended Revision
Land Use	LU1.7 and LU1.F	Clarifying edits to the text recommended to ensure the General Plan is internally consistent as required by law. Additionally, the revised language of LU1.7 enshrines the concept of residential growth management in the General Plan while allowing the City the flexibility to tweak the program to synch it with the Housing Strategy without the need to amend the General Plan again later.
Land Use	New Actions	Recommended additions to move forward with advanced analysis of adjacent unincorporated lands where the City current owns/operates utility infrastructure or provides municipal services.
Land Use	LU2.6	New State housing law requires the creation of "objective standards" to evaluate proposed housing developments. Edits recommended to provide clarity on City's intent.
Land Use	New Actions	New action added for acquisition of 1301 Mitchell Drive (PG&E property) for potential use as a public parking facility downtown.
Land Use	LU5.F and LU5.I	Both address potential impacts to farmland, however, LU5.I is more detailed and precise. Recommend combining as follows to eliminate redundancy.
Land Use	LU6.E and LU6.F	Recommend moving these Actions to Circulation and Public Facilities and Services respectively as neither policy is directly about land use. Cross reference text would be added to the Land Use Element directing the reader to related policies/actions.
Economic Sustainability	ES2.4 and ES2.6	Minor edit recommended to remove overlap and distinguish these two policies from one another.
Economic Sustainability	ES2.A	Minor edit recommended to clarify the process for considering other potential lodging options and facilitate implementation of this action.
Economic Sustainability	ES2.D	Recommend splitting this Action into three distinct actions to facilitate implementation and moving all three to the Circulation Element. Cross reference text would be added to the Economic Sustainability Element directing the reader to related policies/actions.
Public Facilities and Services	Narrative	Recommend removing details such as current staffing or equipment levels that will quickly go out of date. This will help keep the General Plan current over its life. Detail such as these will be included in the EIR.
Public Facilities and Services	PF3.B	Recommend revising language to reflect that developers should construct or pay for its share of <u>all</u> storm drainage infrastructure improvements needed to support it <u>including</u> downstream improvements.
Public Facilities and Services	PF3.G	Edits recommended to reference existing City requirements for runoff management and provide clarity/specifics to facilitate implementation.
Public Facilities and Services	PF5.B	Recommend re-wording the policy to acknowledge existing programs that the City can use as a starting point, rather than reinventing from scratch. This will streamline implementation and make optimal use of City resources.
Circulation	CR1.D	Recommend re-wording the Implementing Action to direct the City to develop and implement performance measures in line with the new approach to traffic impact analysis articulated earlier in the document.

Element	Policy/Action	Summary of Recommended Revision
		Recommend edits to eliminate overlap and clarify the intent of these three actions:
Circulation	CR1.J, CR2.H, and CR1.K	(1) Combining CR1.J and CR2.H and linking them to adopted City standards that detail specific requirements will provide clear, high level guidance without the need for a General Plan amendment when City standards and specifications are updated. (2) Clarify that the Multi-Modal Transportation Impact Fee program does not yet exist and direct adoption of this program.
Circulation	CR2.C	Edits recommended to identify required specifications for bike/ped improvements and streamline the implementation of this Action.
Historic Resources	Narrative	Recommend relocating out of place text and making it a policy.
Historic Resources	HR1.5	As written the Action conflates archaeological/paleontological and historic resources. Recommend splitting into two distinct Actions and adding detail to clarify the process for evaluating and mitigating impacts.
Historic Resources	HR2.E and HR2.F	Actions HR2.E and HR2.F are word-for-word the same as HR1.J and HR1.K. Recommend deleting HR2.E and HR2.F and retaining HR1.J and HR1.K to eliminate this redundancy.
Community Design	CD1.B	This Action contains three distinct items. Recommend splitting into three Actions to facilitate implementation and allow the City to pursue these independently of one another.
Community Design	CD2.2	Recommend adding clarifying language to this policy to avoid conflict with PS4.1 and ensure the General Plan is internally consistent as required by law.
Community Design	CD2.E	This Action contains two distinct items. Recommend splitting into two Actions to facilitate implementation and allow the City to pursue these independently of one another.
Community Design	CD3.3	Minor edit recommended to clarify that the City will adopt comprehensive tree preservation standards.
Community Design	CD3.G	Recommend edits to Action to clarify the conditions under which reduced parking standards for residential projects should be considered.
Open Space and Conservation	OS1.N	This Action contains two distinct items. Recommend splitting into two Actions to facilitate implementation and allow the City to pursue these independently of one another.
Open Space and Conservation	OS1.M	Edits recommended to eliminate overlap with OS1.7 and reword so as not to commit the City to a financial contribution.
Open Space and Conservation	OS2.A	Recommend rewording to reflect the requirement to update the Bike Plan every 5 years to maintain funding eligibility. Also recommend moving this to Circulation.
Open Space and Conservation	OS4.F	Recommend edit to ensure adequate action on the part of the City without committing resources unduly.
Public Health, Safety & Noise	PS1.4	Recommend edit to better clarify the relationship between land development patterns and air quality.
Public Health, Safety & Noise	PS1.B	Action is already complete as the City adopted a Bicycle Plan in 2012. Recommend deleting.

Element	Policy/Action	Summary of Recommended Revision
Public Health, Safety & Noise	PS4.1	Edit recommended to clarify how the Action will be implemented.
Public Health, Safety & Noise	PS4.2	Recommend edit to clearly define the areas of the community at greatest risk of wildfire hazard and synch the General Plan with available mapping by using common terminology
Public Health, Safety & Noise	PS4.B	Edits recommended so that the City can take advantage of the work already completed at the State level regarding wildfire hazard mitigation and apply those best practices in areas it deems at greatest risk.
Public Health, Safety & Noise	PS4.I	Edit recommended to recognize extensive existing hazardous materials regulations at the federal, State and County levels and ensure the City does not replicate unnecessarily.
Public Health, Safety & Noise	New Action	New action recommended for compliance with SB 1000 (environmental justice).
Public Health, Safety & Noise	New Actions	New actions recommended for consistency with State General Plan Guidelines (2017) related to flood risk mitigation.



Mayor and City Council Members
Mark Prestwich, City Manager
Noah Housh, Planning & Community Improvement Director
City of St. Helena
1480 Main St.
St. Helena, CA 94574

July 17, 2018

Re: City of St. Helena General Plan Update – Rezoning Request, APN#s 009-070-043, 044, 045

Dear Mayor and City Council,

The St. Helena Montessori School (SHMS) would like to thank the City Council and our City Manager for seriously exploring a much-needed housing strategy for our community. SHMS is acutely aware of the need for work force housing, as a majority of our staff must find affordable housing outside the City of St. Helena. We applaud the work that has been done and the completion of the White Paper – “Stabilize, Maintain and Improve Access to Housing” goal presented to the Council on June 26th. Also, we realize that the Council will be taking “one last look” and providing policy direction to finalize our General Plan Update on August 14, 2018.

SHMS owns three ag residential lots adjacent to its campus on College Avenue. Currently these three one-half acres lots are zoned A-20 which may be developed only with a single-family house and an ADU on each lot. The three lots are within the Urban Limit Zone and currently have City utility services stubbed to each of the lots. Our Board of Directors believes that it would be in the best interests of the School and the community if the lots could be re-zoned Medium Density Residential which would provide the SHMS the opportunity to develop affordable workforce housing that would serve its staff and the community.

St. Helena Montessori School would at this time formally request that the City include a rezoning of parcels APN# 009-070-043, 009-070-044 and 009-070-045 from A-20: Agriculture to MR: Medium Density Residential when providing policy direction to finalize the General Plan Update.

Please feel free to contact me at the school should you have further questions regarding this matter at matthew@sthms.org or (707) 738-5291.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew P. Heil".

Matthew P. Heil, Director of Development
On behalf of the Board of Trustees

Note to Planning Director Housh
 Subject 2040 GP and EIR Update Report
 From John Ponte

Not wishing to extend the deliberations unnecessarily this afternoon, a few comments follow (element of concern in italics and underlined, comment in parentheses, double underlined). If you have any questions or comments, please let me know.

1. Page 6 of 23

LU1.7 Continue to limit the approval of market rate residential development to a the maximum of 9 dwelling units allowed under the Growth Management System. Regulated affordable units, and second units are exempt from this limitation. *Additionally, since the technical modeling for the EIR is premised partially on the assumption of 9 market rate housing units constructed each year over the life of the Plan, (There should be a model run that uses the ABAG numbers – assuming they are different than the nine annual units – not only would this maintain regional consistency, but will provide, in the EIR appendices, a view of the modeled impacts of the growth that is expected by the region and, to a lesser degree, the state.)*

2. Page 7 of 23

LU2.6 *Allow Consider (Suggest retaining 'consider' not only is it more descriptive of the deliberative process, it is more common in the document and perhaps more flexible.)* residential density at the higher end of the permitted range for single family developments within Medium and High Density Residential Land Use Designations as long as the development character of the single family area is maintained, including lot widths, orientation to street, building heights, onsite parking, traffic, noise, among other considerations.

3. Page 8 of 23

ES2.4 Encourage green transportation options to circulate *citizens and tourists (Although this policy is included in a section directed at visitors, the inclusion of 'citizens' broadens the policy. However, the policy may be too narrow, leaving out significant segments of travelers who are not either visitors or citizens. Suggest wording that does not limit itself to a particular segment of travelers.)* throughout the community. Promote sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors to the community.

4. Page 8 of 23

ES2.D Enhance the pedestrian environment within the commercial area, and support the development of bicycle trails throughout St. Helena with the goal of connecting to a countywide system. Encourage the use of *group (Consider eliminating 'group' a transit trip is a benefit regardless of the modifier. The more general statement provides a wider range of options.)* transit

options in order to decrease tourist-generated traffic congestion. Encourage the use of pied-buses by the school (It is difficult to see how such a policy could be successful or useful. Consider eliminating.) district to guide children safely and in a more healthful and sustainable manner to school.

5. Page 10 of 23

PF5.B Partner with the Napa County Office of Education, the Napa Valley Transportation Authority, and the St. Helena Unified School District to develop and implement local Safe Routes to School (SR2S is a funding program that may, or may not, continue to exist. In the spirit of generality, suggest wording that does not tie cooperative labors to a particular funding source.) Strategies that improve walking and bicycling access to schools and after-school programs; promote bicycling and walking to benefit students' health; decrease automobile traffic near schools; and support local efforts to improve the environment. Align Safe Routes to School strategies with the City's bicycle and pedestrian trail systems.

6. Page 10 of 23

CR1.J As new development and redevelopment occurs, require the provision of links to existing streets, street right-of-way dedications, and improvements to the local roadway network (including (but not limited to) pedestrian, ~~and~~ bicycle (Consider adding 'and transit') improvements), consistent with adopted Engineering Standards and the St. Helena Bicycle Plan (Consider adding references to NVTA countywide transportation and transit plans). Additionally, in the case of subdivisions, require the provision of sidewalks on all local streets within the development.

7. Page 11 of 23

CR1.K Fund transportation improvements through Adopt and implement a citywide Multimedia Transportation Mitigation Fee program to provide funding on a fair share basis forth mitigation fee program will include transportation improvements that reduce citywide automobile trips, including completing the bicycle and pedestrian network, implementing transportation demand and systems management strategies, and improving traffic signal coordination on State Route 29 (Traffic signal coordination studies for Main Street have consistently indicated that signal coordination would not be successful due to long queues, pedestrians crossing a signalized locations and other factors. Consider acclimating this.). Ensure that fees take into consideration to a development's the contribution of new development to changes in net new automobile trips and change in travel time along State Route 29.

8. Page 13 of 23

CD1.B Adopt a Green Building and Landscaping Ordinance that establishes green building and landscaping site design standards customized to meet the unique climatic context of the community. Landscaping standards should limit impervious paving and identify standards and incentives that encourage the use of locally-propagated native, low-water, drought tolerant planting and integrated pest management practices. (Consider separating this as a separate policy as well. These can be seen as

a main policy – craft and adopt a green building and landscaping ordinance and three sub-policies on its contents - landscaping, cooperation and and incentive program.)

CD1.C Partner with third party agencies, such as PG&E, to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences.

CD1.D Offer (Perhaps “Consider offering” may be a better choice than just directing a new expenditure category without further examination of costs and benefits.) incentives for improving energy-efficiency in existing buildings.

9. Page 14 of 23

CD2.E Explore the need for additional potential programs in commercial and industrial areas, such as commercial facade improvement programs and traffic calming incentive programs.
(Consider moving to Circulation – as the consultant has suggested for several other policies that may fit better in other locations - and note the potential tie.)

10. Page 15 of 23

OS2.A Update the Bicycle (Consider retaining “and Pedestrian” as an approved BTA plan may contain other modes – potentially saving the creation of a stand alone pedestrian plan.) Master Plan every five years as required to maintain eligibility for *Bicycle Transportation Account Funds* (Consider being less specific as to funding source - BTA may not exist within the period of the new GP. In fact, BTA monies, per se, were penciled out of the 2013 state budget.) from Caltrans. With the next update to establish alignments for proposed trails, design standards, amenities and phasing; and determine and pursue the appropriate funding mechanisms for initial improvements and the long-term maintenance of the trail system, such as a landscape assessment district, real estate transfer tax, transient-occupancy tax or bond measure (Consider eliminating specific fund sources as unnecessary. Any good study will examine all potential sources.).

11. Page 16 of 23

PS1.4 Promote a *compact* (Consider leaving 'balanced' as 'compact' may have land use density implications.) development pattern that minimizes cumulative air quality impacts from proposed developments.

12. Page 16 of 23

PS4.1 Use the Zoning Code to *define* (Consider adding 'and maintain'.) a transitional zone around industrial areas to protect the health and safety of residential neighborhoods.

13. Page 16 of 23

PS4.2 Limit development in areas of high and very high wildfire hazard in order to prevent the loss of lives, injuries and property damage due to wildfires. (CPUC hazard maps (CPU_firemap2.dig-gismo) seem to show parts of St. Helena to be at extreme (tier3) risk.)

Action PS4.B commits the City to developing an ordinance that specifies measures to be taken for construction in areas of elevated wildfire risk; however, the State has already developed a fire code with standards specifically for Fire Hazard Severity Zones, based on extensive research into best practices in California. The State law requires that homeowners do fuel modification to 100 feet (or the property line) around their buildings to create a defensible space for firefighters and to protect their homes from wildfires and that new buildings be built of fire resistant material from a disapproved and tested list. The State has not designated any areas of Very High Fire Risk (What is the difference between these maps and those fire hazard maps created by the CPUC (last adopted in January 2018)? The CPUC maps seem to show parts of St. Helena in extreme hazard areas.) in St. Helena and so the Fire Hazard Severity Zone standards do not apply; however, by designating a Wild land-Urban Interface Fire Area, the City can require compliance in areas it deems to be of elevated risk. Therefore, the following edits to Action PS4.B are recommended so that the City can take advantage of the work already completed at the State level and apply those best practices in areas it deems at greatest risk:

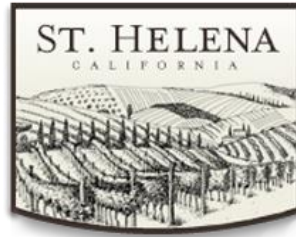
14. Page 18 of 23

PS4.J. Work with the Papa County Agricultural Commissioner to identify and enforce mechanisms to control residual pesticides and pesticide runoff to prevent potential damage to water quality, vegetation, and wildlife. (Consider adding people to the list the policy is intended to protect.)

13. Page 18 of 23

PS5. X Require that development within flood hazard areas (What is 'flood hazard area'? 50 year, 100 year, 500 year? Consider being specific.) prepare and implement infrastructure and drainage plans compliant with state and federal requirements in order to minimize risk in these areas.

PS5.X Locate new essential public facilities outside of flood hazard zones, (What is a 'flood hazard zone' and how does it differ from a 'flood hazard area'? Consider being specific.) including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.



St. Helena General Plan Update



**Joint City Council / Planning Commission Study Session
August 14, 2018**

Project Update

Environmental analysis wrapping up

Preparing to release Public Review Draft General Plan 2040 and Draft EIR

Today's study session is a last opportunity to check in with decision-makers before publication



Objectives of the Study Session

1. Review proposed modifications to Draft General Plan 2040 policies and actions
2. Receive approval to incorporate into the Public Review Draft General Plan 2040

Purpose of the Proposed Modifications

1. Clarify intent and direction

2. Streamline and facilitate implementation

3. Ensure compliance with State law and General Plan guidelines (including recent -SB 35, HAA, OPR, etc.)

Accomplished through combination of language edits and new policy recommendations.

Policy/Action Number

Topic area

Current

Current Text

Proposed

Current text

~~Deleted text~~

Proposed edits to text

Proposed text

Proposed changes



Current

Continue to limit the approval of market rate residential development to a maximum of nine (9) dwelling units per year. Regulated affordable units, and second units are exempt from this limitation.

Proposed

Continue to limit the approval of market rate residential development to ~~a~~ the maximum ~~of 9 dwelling units~~ allowed under the Growth Management System. Regulated affordable units, and second units are exempt from this limitation.



Current

The City should consider 1) changes to the Growth Management System and the Housing Element that would limit the total number of new market rate and affordable units to those included in the Regional Housing Needs Allocation (RHNA), 2) changes to the City's Growth Management System to address as part of the building permit allocation process the relative benefits a residential project brings to the City, as compared to the other residential projects seeking building permit allocations.

DYETT & BHATIA
Urban and Regional Planners

Proposed

Evaluate the effectiveness of the Growth Management System and consider the need for revisions in light of the City's Housing Strategy. As part of this effort, study options for incorporating a mechanism to assess the relative benefits a proposed residential project brings to the community as compared to the other proposed residential projects such as through a community benefits program.



Current

New Action

Proposed

Work with property owners and the Napa County Local Agency Formation Commission to study the benefits of annexing lands adjacent to the City of St. Helena, where the City owns and operates critical municipal utility infrastructure and/or provides municipal services or where the provision of municipal services to replace wells and aging septic systems would improve public health.



Current

New Action

Proposed

In the event that unincorporated areas are annexed to the City, advocate for favorable tax-sharing agreements that ensure that the City receives the revenues necessary to support the municipal services and infrastructure required in those areas.



Current

Consider allowing higher density housing in single family neighborhoods within Medium and High Density Residential Land Use Designations as long as the development character of the single family area is maintained, including lot widths, orientation to street, building heights, onsite parking, traffic, noise, among other considerations.

Proposed

Allow ~~Consider~~ residential higher density at the higher end of the permitted range for single family developments within Medium and High Density Residential Land Use Designations as long as the development character of the single family area is maintained, including lot widths, orientation to street, building heights, onsite parking, traffic, noise, among other considerations.



Current

New Action

Proposed

Pursue acquisition of 1301 Mitchell Lane to provide additional public parking facilities in the Central Business District.



Current

Evaluate rezonings, or General Plan amendments to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands.

Proposed

Combine with LU5.I, which is more detailed.



Current

Evaluate discretionary land use applications, rezonings, and/or General Plan amendments outside the Urban Limit Line to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands where feasible. Where conversion of farmlands mapped by the state cannot be avoided, require long-term preservation of at least one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be rezoned or redesignated to non-agricultural uses. This protection may consist of establishment of farmland easements or other similar mechanism, and the farmland to be preserved shall be located within the City and preserved prior to approval of the proposed discretionary land use application rezoning, or General Plan amendment.

DYETT & BHATIA
Urban and Regional Planners

Proposed

Evaluate all discretionary land use applications, rezonings, and/or General Plan amendments, including those outside the Urban Limit Line to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands where feasible. Where conversion of farmlands mapped by the state cannot be avoided, require long-term preservation of at least one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be rezoned or redesignated to non-agricultural uses. This protection may consist of establishment of farmland easements or other similar mechanism, and the farmland to be preserved shall be located within the City and preserved prior to approval of the proposed discretionary land use application rezoning, or General Plan amendment.



Current

Require safe and accessible bicycle and pedestrian access for all newly-developed public facilities and sites.

Proposed

Move to Circulation Element



Current

Provide for capital needs of water and wastewater systems.

Proposed

Move to Public Facilities and Services Element



Current

City will encourage green transportation options to circulate citizens and tourists throughout the community.

Proposed

~~City will~~ Encourage green transportation options to circulate citizens and tourists throughout the community. Encourage sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors to the community.



Current

Encourage sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors to the community. Expand lodging in the downtown area to encourage walking, biking and alternative transportation modes in order to reduce the need for automobile trips. (Also see the Circulation Element, Topic Area 4)

Proposed

~~Encourage sustainable modes of travel and reduce the number and length of vehicle trips generated by visitors to the community.~~ Expand lodging in the downtown area to encourage walking, biking and alternative transportation modes in order to reduce the need for automobile trips.



Current Text

Continue to prohibit formula restaurants, chain discount stores and time-share lodging projects (excluding Fractional Ownership Lodging). Consider destination membership clubs and other potential lodging options that contribute to the Transient Occupancy Tax (TOT) revenue stream.

Proposed Changes

Continue to prohibit formula restaurants, chain discount stores and time-share lodging projects (excluding Fractional Ownership Lodging). Consider destination membership clubs and other potential lodging options that contribute to the Transient Occupancy Tax (TOT) revenue stream subject to a conditional use permit.



Current

Enhance the pedestrian environment within the commercial area, and support the development of bicycle trails throughout St. Helena with the goal of connecting to a countywide system. Encourage the use of group transit options in order to decrease tourist-generated traffic congestion. Encourage the use of pedi-buses by the school district to guide children safely and in a more healthful and sustainable manner to school.

Proposed

Move to Circulation Element



Proposed

- Remove detailed information on current staffing levels, equipment and response times
- Recommend not including details that can quickly go out of date to help keep the General Plan current
- Include these details in the EIR

Current

Require developers to finance and pay for the extension of existing downstream drains to ensure adequate capacity to accommodate new development. The City may provide future reimbursement for oversizing costs at the time of connection by others.

Proposed

Continue to require that new development contribute on a fair share basis to the extension or upsizing of storm drainage infrastructure as needed to accommodate it through the construction of infrastructure and/or the payment of Impact Fees.



Current

Implement low impact development practices for new development and redevelopment projects to reduce stormwater peak flow rates and volumes from smaller, more frequently occurring storm events.

Proposed

Continue to require that new development and redevelopment implement Post Construction Runoff Management measures, including low impact development practices, to reduce stormwater peak flow rates and volumes from smaller, more frequently occurring storm events.

Current

Develop a Safe Routes to School Program to improve walking and bicycling access to schools and after-school programs. The program can promote bicycling and walking to benefit students' health, decrease automobile traffic near schools, and support local efforts to improve the environment. Align this program with the City's bicycle and pedestrian trail systems.

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Urban and Regional Planners

Proposed

Partner with the Napa County Office of Education, the Napa Valley Transportation Authority, and the St. Helena Unified School District to develop and implement local ~~Develop~~ a Safe Routes to School strategies that improve walking and bicycling access to schools and after-school programs; ~~the program can~~ promote bicycling and walking to benefit students' health; decrease automobile traffic near schools; and support local efforts to improve the environment. Align ~~this program~~ Safe Routes to School strategies with the City's bicycle and pedestrian trail systems.



Current

Use the performance measures defined in the Circulation Element as the basis for evaluating the impacts of development on the street system.

Proposed

Adopt and implement transportation performance measures that promote an efficient transportation system performance from the perspective of all users and incorporate the environmental consequences of transportation decisions. These performance measures shall supplement the City's traditional automobile Level of Service (LOS) thresholds with the goal of improving multimodal circulation and managing traffic congestion in St. Helena.



Current

Ensure that any new land use development provides a continuous path of travel for walking and bicycling from the development site to the center of downtown and other key destinations, as determined by the City. Determine appropriate bicycle and pedestrian routes based on street typologies and the proposed bicycle and pedestrian network. If a path of travel is not continuous, require development to construct improvements and/or contribute to the transportation mitigation fee program.

Proposed

As new development and redevelopment occurs, require the provision of links to existing streets, street right-of-way dedications, and improvements to the local roadway network (including pedestrian and bicycle improvements), consistent with adopted Engineering Standards and the St. Helena Bicycle Plan. Additionally, in the case of subdivisions, require the provision of sidewalks on all local streets within the development.



Current

Measure total automobile trips generated by new developments on a per project basis, to reduce vehicle trips. Maintain a citywide trip generation analysis methodology that evaluates the effects of land use and built environment changes on travel choices and behavior.

Proposed

Combine with CR1.J



Current

Fund transportation improvements through a citywide, multimodal transportation mitigation fee program. The mitigation fee program will include transportation improvements that reduce citywide automobile trips, including completing the bicycle and pedestrian network, implementing transportation demand and systems management strategies, and improving traffic signal coordination on State Route 29. Ensure that fees take into consideration to a development's contribution to changes in net new automobile trips and change in travel time along State Route 29.

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Proposed

~~Fund transportation improvements through~~
Adopt and implement a citywide Multimodal Transportation Mitigation Fee program to provide funding on a fair share basis for the mitigation fee program will ~~include~~ transportation improvements that reduce citywide automobile trips, including completing the bicycle and pedestrian network, implementing transportation demand and systems management strategies, and improving traffic signal coordination on State Route 29. Ensure that fees take into consideration ~~to a~~ development's the contribution of new development to changes in net new automobile trips and change in travel time along State Route 29.



Current

Develop and adopt an ordinance that requires any new development and modifications to existing projects to provide bicycle and pedestrian improvements and amenities.

Proposed

~~Develop and adopt an ordinance that~~ Require any new development and modifications to existing projects to provide bicycle and pedestrian improvements and amenities, consistent with adopted Engineering Standards and the St. Helena Bicycle Plan.



HR2.X

Historic Resources Awareness

Current

New Policy

Proposed

In cooperation with Native American Research and Historical Preservation Society, improve community access to information about Native American life.



Current

If historic resources are suspected by the City of being present on a proposed development site the City shall conduct a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System to determine if a project has the potential to affect an archaeological site and if additional project-specific study for cultural resources is recommended. The City may require additional cultural resources study if recommended by the NWIC, with the study addressing project-specific impacts on archaeological and paleontological resources. The City shall incorporate the study recommendations as project conditions of approval to ensure that impacts on archaeological and/or paleontological resources are mitigated.

Proposed

When development or redevelopment on a site that contains any structures over 45 years old, require a records search of the California Historical Resources Information System at the Northwest Information Center (NWIC) to determine the presence of historic resources. As warranted by the results of the records search, the City shall require evaluation of structures over 45 years old to determine their historical significance. Studies shall be prepared according to National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.



Current

If historic resources are suspected by the City of being present on a proposed development site the City shall conduct a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System to determine if a project has the potential to affect an archaeological site and if additional project-specific study for cultural resources is recommended. The City may require additional cultural resources study if recommended by the NWIC, with the study addressing project-specific impacts on archaeological and paleontological resources. The City shall incorporate the study recommendations as project conditions of approval to ensure that impacts on archaeological and/or paleontological resources are mitigated.

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Proposed

For development and redevelopment proposals in archaeologically and paleontologically sensitive areas of St. Helena, require an assessment of the potential for archaeological and paleontological resources, including a site survey and a records search of the California Historical Resources Information System at the Northwest Information Center (NWIC). As warranted by the results of the assessment, require additional studies to identify and address project-specific impacts on archaeological and paleontological resources. The City shall incorporate the study recommendations as project conditions of approval to ensure that impacts on archaeological and/or paleontological resources are mitigated. Studies shall be prepared according to National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.



HR2.E

Protected Historic Resources

Current

The City shall retain a qualified architectural historian, preservation architect, or preservation planner to assist with the development of any citywide or neighborhood design standards, guidelines, or form based codes that will be implemented in or adjacent to historic areas, such as the downtown Commercial District, or adjacent to historic buildings.

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Proposed

Delete as it is word-for-word the same as HR1.J



HR2.F

Protected Historic Resources

Current

Require the rehabilitation or restoration of historic resources to be done in accordance with the Secretary of the Interior's Standards for the treatment of historic properties, with guidelines for the preservation rehabilitation, restoration, and reconstruction of historic buildings.

Proposed

Delete as it is word-for-word the same as and HR1.K



Current

Adopt a Green Building and Landscaping Ordinance that establishes green building and landscaping site design standards customized to meet the unique climatic context of the community. Partner with third party agencies, such as PG&E, to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences. Offer incentives for improving energy-efficiency in existing buildings. Landscaping standards should limit impervious paving and identify standards and incentives that encourage the use of locally-propagated native, low-water, drought-tolerant planting and integrated pest management practices.

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Proposed

Adopt a Green Building and Landscaping Ordinance that establishes green building and landscaping site design standards customized to meet the unique climatic context of the community. ~~Partner with third party agencies, such as PG&E, to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences. Offer incentives for improving energy-efficiency in existing buildings.~~ Landscaping standards should limit impervious paving and identify standards and incentives that encourage the use of locally-propagated native, low-water, drought-tolerant planting and integrated pest management practices.



Current

Formerly part of CD1.B

Proposed

Partner with third party agencies, such as [Marin Clean Energy and PG&E](#), to encourage the inclusion of energy-efficient systems in remodels and retrofits of existing buildings and residences.

CD1.X

High-Quality and Sustainable Design

Current

Formerly part of CD1.B

Proposed

Offer incentives for improving energy-efficiency in existing buildings.



Current

Within industrial and commercial areas outside downtown, allow flexible front setbacks while encouraging transparent and accessible front façades and parking on the sides and backs of buildings.

Proposed

Within industrial and commercial areas outside downtown, maintain transitional zones as needed to protect public health and safety but allow flexible front setbacks while encouraging transparent and accessible front façades and parking on the sides and backs of buildings.



Current

Adopt and implement façade and landscape beautification programs to provide assistance to owners of existing properties. Explore potential programs, such as commercial façade improvement programs and traffic calming incentive programs.

Proposed

Adopt and implement façade and landscape beautification programs to provide assistance to owners of existing commercial and industrial properties. ~~Explore potential programs, such as commercial façade improvement programs and traffic calming incentive programs.~~



CD2.X

Commercial and Industrial Area

Current

Formerly part of CD2.E

Proposed

Explore the need for additional programs in commercial and industrial areas, such as commercial façade improvement programs and traffic calming incentive programs.



Current

Encourage the use of landscaping and tree plantings as buffers between sidewalks and residential uses. Discourage the removal of existing trees. Support the adoption of a more comprehensive tree ordinance.

Proposed

Encourage the use of landscaping and tree plantings as buffers between sidewalks and residential uses. Discourage the removal of existing trees. Support the ~~and adoption of a~~ more comprehensive tree preservation standards ordinance.



Current

Explore a reduction in parking requirements for residential uses.

Proposed

Explore a reduction in parking requirements for new residential uses that implement transportation demand management strategies in the central area of St. Helena, consistent with the parking management strategy articulated in the Circulation Element.



Current

Conduct a study to determine if the natural build-up of gravel in Sulphur Springs Creek will result in a high risk of flooding. Limit development to non-flood risk areas using FEMA's 100 year flood zone at minimum, and help educate existing development to be aware of flood risks and available State and Federal insurance opportunities. Ensure that implementation measures contribute positively to the preservation of the creek and its corridor.

Proposed

Conduct a study to determine if the natural build-up of gravel in Sulphur Springs Creek will result in a high risk of flooding and identify potential corrective actions, if necessary. ~~Limit development to non-flood risk areas using FEMA's 100-year flood zone at minimum, and help educate existing development to be aware of flood risks and available State and Federal insurance opportunities.~~ Ensure that corrective actions implementation measures contribute positively to the preservation of the creek and its corridor.



OS1.X

Natural Habitat and Biodiversity

Current

Formerly part of CD3.G

Proposed

Limit development to non-flood risk areas using FEMA's 100 year flood zone at minimum, and provide property owners with information on flood risks and available State and Federal insurance opportunities.



Current

Encourage local farmers to employ sustainable agricultural practices wherever possible. Support agricultural activities that incorporate best sustainable agricultural management practices including participation in local programs such as the Napa Valley Vintners - Napa Green Program and the California Certified Organic Farmers certification program.

Proposed

Encourage ~~local farmers to employ sustainable agricultural practices wherever possible.~~ Support agricultural activities that incorporate best sustainable agricultural management practices by providing information on participation in local programs such as the Napa Valley Vintners - Napa Green Program and the California Certified Organic Farmers certification program.



Current

Periodically update the bicycle and pedestrian master plan to establish alignments for proposed trails, design standards, amenities and phasing. Determine and pursue the appropriate funding mechanisms for initial improvements and the long-term maintenance of the trail system, such as a landscape assessment district, real estate transfer tax, transient-occupancy tax or bond measure. (Also see the following elements: Circulation, Topic Area 2; and Parks and Recreation, Topic Area 6)

Proposed

~~Periodically~~ Update the Bicycle ~~and pedestrian~~ Master Plan every five years as required to maintain eligibility for Bicycle Transportation Account Funds from Caltrans. ~~With the next update, to~~ establish alignments for proposed trails, design standards, amenities and phasing; and determine and pursue the appropriate funding mechanisms for initial improvements and the long-term maintenance of the trail system, such as a landscape assessment district, real estate transfer tax, transient-occupancy tax or bond measure.



Current

Create a remediation plan which will include a comprehensive site identification, inventory and prioritization schedule, as well as a strategy for coordinating with State and Federal agencies, as necessary to identify the location and extent of contaminated sites in St. Helena.

Proposed

~~Create a remediation plan which will include a comprehensive site identification, inventory and prioritization schedule, as well as a strategy for~~ Coordinate with ~~County,~~ State and Federal agencies, as necessary to identify the location and extent of contaminated sites in St. Helena.



Current

Promote balanced land use development that minimizes cumulative air quality impacts from proposed developments.

Proposed

Promote a compact ~~balanced~~ land development pattern that minimizes cumulative air quality impacts from proposed developments.



Current

Develop an area bicycle plan and bicycle and pedestrian-related facilities (including bicycle storage racks). To create a meaningful alternative to automobile usage for short trips, bicycle paths should connect home-to-work or home-to-local shopping locations. Link neighborhoods and commercial areas on a bike path system and encourage bicycle travel.

Proposed

This action has already been completed. Delete.



Current

Maintain a transitional zone around industrial areas to protect the health and safety of residential neighborhoods.

Proposed

~~Maintain~~ Use the Zoning Code to define a transitional zone around industrial areas to protect the health and safety of residential neighborhoods.



Current

Limit development in hillside areas where wildfire hazard is high to very low-intensity, or maintain them as open space in order to prevent the loss of lives, injuries and property damage due to wildfires.

Proposed

Limit development in ~~hillside~~ areas ~~where wildfire hazard is~~ of high and very high wildfire hazard ~~is high to very low-intensity, or maintain them as open space~~ in order to prevent the loss of lives, injuries and property damage due to wildfires.



Current

Develop an ordinance to regulate development and building methods and materials used in fire-prone areas. Integrate best practices in fire resistance for all new and remodeled structures. Continue to require fire-resistant building materials and automatic sprinkler systems to be used in all new structures located in these areas.

Proposed

~~Develop an ordinance to regulate development and building methods and materials used in fire-prone areas.~~ Integrate Continue to require implementation of best practices in fire resistance for all new and remodeled structures in fire-prone areas, including removal of fire fuel removal, creation of defensible space for firefighters, construction with fire resistant building materials, and installation of automatic sprinkler systems. Study the need to designate a Wildland-Urban Interface Fire Area within St. Helena to provide protection in additional areas.



Current

Strengthen regulations for the safe production, transport, handling, use and disposal of hazardous materials that may cause air, water or soil contamination. Require buffers for operations which handle substantial amounts of hazardous materials. When siting new facilities or expanding existing facilities, require buffer zones between hazardous materials facilities and residential uses, parkland, trails and open space facilities.

Proposed

Continue to require compliance with federal, State and local Strengthen regulations for the safe production, transport, handling, use and disposal of hazardous materials that may cause air, water or soil contamination. Require buffers for operations which handle substantial amounts of hazardous materials. When siting new facilities or expanding existing facilities, require buffer zones between hazardous materials facilities and residential uses, parkland, trails and open space facilities.



Current

New Action

Proposed

Work with the Napa County Agricultural Commissioner to identify and enforce mechanisms to control residual pesticides and pesticide runoff to prevent potential damage to water quality, vegetation, and wildlife.



Current

New Action

Proposed

Coordinate with the Napa County Flood Control and Water Conservation District and other responsible agencies to maintain protocols and funding for the regular inspection and maintenance of flood control facilities in the city, including levees, floodwalls, floodplain terracing, stormwater detention ponds, and pumping facilities.



Current

New Action

Proposed

Require that development within flood hazard areas prepare and implement infrastructure and drainage plans compliant with state and federal requirements in order to minimize risk in these areas.



Current

New Action

Proposed

Locate new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.



Finalized Direction

- Montessori Letter
- Remaining Public Comments
- Remaining Commission Comments
- Remaining Council Comments



THANK YOU

DYETT & BHATIA
Urban and Regional Planners



Cindy Tzaopoulos

From: Ann Nevero <anevero@tfewines.com>
Sent: Tuesday, August 14, 2018 2:57 PM
To: Cindy Tzaopoulos
Cc: CityCouncil
Subject: Comment for the GP review

City Council and Planning Commission,

Please excuse the lateness of my comments, but I was mistaken and thought the meeting would be held tonight and I am unable to attend today's afternoon meeting. As a result, I am submitting a comment for your consideration below.

As always, thank you for your service to our city.

Regards,
 Ann Nevero

My comment is with regard to this section of Staff Report:

Topic Area: Agricultural Uses

LU5.F and LU5.I both address potential impacts to farmland, however, LU5.I is more detailed and precise. Recommend combining as follows to eliminate redundancy:

CURRENT:

LU5.F Evaluate rezonings, or General Plan amendments to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands.

PROPOSED:

*LU5.I Evaluate all discretionary land use applications, rezonings, and/or General Plan amendments, including those outside the Urban Limit Line to determine their potential for impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the State Farmland Mapping and Monitoring Program and avoid converting these farmlands **where feasible. Where conversion of farmlands mapped by the state cannot be avoided,** require long-term preservation of at least one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be rezoned or redesignated to non-agricultural uses. **This protection may consist of establishment of farmland easements or other similar mechanism,** and the farmland to be preserved shall be located within the City and preserved prior to approval of the proposed discretionary land use application rezoning, or General Plan amendment.*

As you can see, the current language is clear, much less wordy and to the point. The current language states that we as St Helenans, value our agricultural community and are committed to preserve American farmland and our deep rooted agricultural history. Conversely, the proposed language is lengthy, unclear and in my view, provides verbiage that could be used as a means by which to disregard the importance and preservation of farmland of all categories within St Helena, in order to continue development over existing farmland. The new proposed language is four times as long, unclear, and leaves too much room for very varied interpretation and potentially unintended consequences.

A General Plan should reflect the values of the community as clearly as possible, and this community values agriculture. Please, let's just say it.

Ann Nevero | Tasting Room Ambassador
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