

**CHANGES TO ST. HELENA GENERAL PLAN FROM 2010 TO 2013 AS
IDENTIFIED IN STAFF REPORTS FOR CITY COUNCIL MEETINGS OF
NOVEMBER 12, 2013 AND NOVEMBER 26, 2013.**

THIS LIST OF CHANGES WAS COMPILED BY VISUALLY COMPARING THE
CONTENT OF THE 2013 STAFF REPORTS TO THE 2010 GENERAL PLAN
ELEMENTS POSTED ON THE CITY OF ST. HELENA WEBSITE
GENERAL PLAN PAGE.

THE LEFT COLUMN IS THE 2010 REVISED GENERAL PLAN.
THE RIGHT COLUMN IS THE 2013 GENERAL PLAN CHANGES TO EACH ITEM.

SANDRA ERICSON
DECEMBER 2013

↳NOTE: Correct water information that was supposed to be included in the 2013 revised version of the Public Facilities and Safety Element of the General Plan but was not, is included at the end of that Element in this document.

LAND USE

2.2 Community Development Framework

Famous for its scenic Napa Valley location, fine wineries and historic Main Street, St. Helena seeks to protect its small-town, agricultural character through a coordinated approach to growth management and land use planning. The City has developed an urban limit line to control and limit development in order to ensure that prized agricultural and open space lands remain for future generations. In addition, it has crafted a land use classification system that works in tandem with its growth management goals, while allowing for targeted development in key areas and maintaining the character of its existing neighborhoods and central commercial areas. Following are detailed descriptions of the City's land use classifications, growth management system and holding capacity.

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- Higher Density Residential (HDR). The HDR land use designation includes single family and multi-family residential housing, apartments and group quarters. This category permits residential densities between 16.1 and 28.0 dwelling units per acre.

Industrial (I). The I land use designation includes industrial parks, warehouses, light manufacturing and auto and farm-related uses. The maximum allowable FAR is 0.50. Designated I areas are located along Sulphur Springs Creek between State Route 29 and Valleyview Street and east of State Route 29, south of Mills Lane. An Urban Reserve Area is designated to the east of the existing industrial area south of Dowdell Lane for future expansion of this area.

LAND USE

2.2 Community Development Framework

Famous for its scenic Napa Valley location, fine wineries and historic Main Street, St Helena seeks to protect its small-town, agricultural character through a coordinated approach to growth management and land use planning. The City has developed an urban limit line to control and limit development in order to ensure that prized agricultural and open space lands remain for future generations. In addition, it has crafted a land use classification system that works in tandem with its growth management goals, while allowing for targeted development in key areas and maintaining the character of its existing neighborhoods and central commercial areas. Following are detailed descriptions of the City's land use classifications, growth management system and holding capacity.

The increasing pressures to grow caused serious concern in the community back in the 1970's, and resulted in a Growth Management System in the late 1970's. At that time, public workshops and a phone survey conducted for the 93 GP Update indicated that the principle land use concern was the rate of growth in the City. The community was generally concerned that there would be a loss of charm and beauty, increased traffic conditions, and an inadequate water supply. For the 2030 GP Update, a phone survey, Town Hall meeting and mail-in survey were conducted, and the community still highlights all these concerns -increased traffic, inadequate water and preservation of small town character. Therefore, the City should follow the long-standing philosophy that growth in St. Helena should be carefully managed, and that each of these decades-long public concerns are adequately addressed in future land use determinations.

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- Higher Density Residential (HDR). The HDR land use designation includes single family and multifamily residential housing, apartments and group quarters. This category permits residential densities between 16.1 and 28.0 dwelling units per acre. In considering future zoning densities and development, the City should align with ABAG's July 18, 2013 adopted One Bay Area Plan.

Industrial (I). The I land use designation includes industrial parks, warehouses, light manufacturing and auto and farm-related uses. The maximum allowable FAR is 0.50. Designated I areas are located south of Mills Lane and east of State Route 29. Another Industrial area is along Sulphur Springs Creek between State Route 29 and Valleyview Street. An Urban Reserve Area is designated to the east of the existing industrial area south of Dowdell Lane for future expansion of this area.

Proposed language. The City should continue to evaluate the best future locations of new business and industrial growth within the City -The southern corridor of Hwy 29 should be the focus for future such development in order to minimize the negative impacts of traffic, noise and safety in residential neighborhoods.

• **Agriculture (AG).** The AG land use designation includes agricultural and winery uses with restricted single family and public/quasi public uses residential. This classification applies to large areas of the valley floor that surround the City's urban core. With the exception of hillside areas designated WW, all lands outside the Urban Limit Line are designated AG regardless of their size or actual use. Minimum parcel sizes for new parcels in AG areas range from 20 to 40 acres.

• **Open Space (OS).** The OS classification includes open spaces that are devoted to natural resource preservation and management, passive outdoor recreation, multi-use trails, public health and safety. All OS areas are associated with stream corridors that pass through or are adjacent to the City, including the Napa River, Sulphur Springs Creek, York Creek and Spring Creek.

Residential Growth Management System

The Residential Growth Management System limits the number of building permits available for market rate homes each year. Affordable housing and second units are exempt from the program.

Growth Strategy Principles

The principles for guiding future growth in St. Helena are based upon the City's unique development pattern, vision for a sustainable future and its growth management.

The following planning principles apply to the land use development strategy:

- Protect agricultural lands located outside the Urban Limit Line;
- Focus new residential and commercial growth inward at appropriate infill sites; and
- Maintain community character by requiring high-quality design and management of new growth.

Agriculture (AG). The AG land use designation includes agricultural and winery uses with restricted single family and public/quasi public uses residential. This classification applies to large areas of the valley floor that surround the City's urban core. With the exception of hillside areas designated WW, all lands outside the Urban Limit Line are designated AG regardless of their size or actual use. Minimum parcel sizes for new parcels in AG areas range from 20 to 40 acres. However, wineries in AG land may utilize a small portion of onsite land for provision of affordable employee housing thus alleviating some of the low and moderate housing needs in the City, while simultaneously reducing commute traffic.

Open Space (OS). The OS classification includes open spaces that are devoted to natural resource preservation and management, passive outdoor recreation, multi-use trails, public health and safety. All OS areas are associated with stream corridors that pass through or are adjacent to the City, including the Napa River, Sulphur Springs Creek, York Creek and Spring Creek. Roads are part of Open Space, but are not contributors to natural resource, public health, recreation, etc. as stated above.

Residential Growth Management System

The Residential Growth Management System limits the number of building permits available for residential growth each year. The GMS should reflect the current adopted ABAG RHNA number for a given cycle. This will serve to ensure alignment with the larger Bay Area's growth direction which encourages development near transit and service centers (PDA = Preferred Development Area). A BAG strategy indicates that development outside the non-targeted PDA's encourages growth and sprawl, contributes to traffic congestion and environmental impacts such as reduced air quality and loss of open space and Agricultural lands.

Growth Strategy Principles

The principles for guiding future growth in St Helena are based upon the City's unique development pattern, vision for a sustainable future and its growth management. The following planning principles apply to the land use development strategy:

- Protect agricultural lands located outside the Urban Limit Line;
- Preserve agricultural, green and open space within the ULL to ensure the City maintains a rural and small town character with sufficient "fingers of green", particularly in light of St Helena's long standing significant inadequacy in park land. (See Parks and Recreation Element).
- Focus new residential and commercial growth inward at appropriate infill sites; and
- Maintain community character by requiring high-quality design and management of new growth. and avoid "big box" development patterns and styles for commercial, industrial, and residential growth.

Flood Control Project Site (15.7 acres): Rezone this parcel (the flood control project site) from Medium Density Residential to Open Space.

California State requirements also influence how St. Helena considers population growth. The Regional Housing Needs Allocation administered by the Association of Bay Area Governments (ABAG) and the State Housing and Community Development Department (HCD) identifies and allocates the supply of housing necessary to meet the existing and projected growth in population and households in California (also see the Housing Element).

• Implemented in 1986, the City's Residential Growth Management System limits residential growth in order to protect agricultural land and ensure that the City can provide adequate public services and infrastructure necessary to meet increased need. The 2000 Census found that the City had 2,707 total dwelling units.

With a limitation of nine building permits for market rate housing per year issued over 10 years, the number of dwelling units will be approximately 2,800 in the year 2010, not including regulated affordable units, guest cottages, accessory dwelling units or second units, all of which are exempt from the Growth Management System.

• St. Helena experiences high commercial rents and, until the 2008 and 2009 recession, relatively high demand for additional commercial and office space in the City.

• In February 2005, the City adopted the Highway 29 Specific Plan, which outlines circulation changes, roadways extensions, traffic signal installations and streetscape improvements along the State Route 29 corridor west of the Sulphur Creek bridge. The implementation of the Highway 29 Specific Plan has been controversial during project review and the City may want to revisit the Specific Plan to insure that it contains policies that accurately reflect the community need.

.1.2...Flood Control Project Site (15.7 acres): Rezone this parcel (the flood control project site) from Medium Density Residential to Open Space.

13. Railroad Ave from 1547 to 1569 to Mixed Use,

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With a limitation of nine building permits for market rate housing per year issued over 10 years, the number of dwelling units will be approximately 2,800 in the year 2010, not including regulated affordable units, guest cottages, accessory dwelling units or second units, all of which are exempt from the Growth Management System.

Following the RHNA numbers, St Helena will plan for adequate zoning for 31 additional housing units representing the 4 RHNA categories of very low, low, moderate and market rate housing through 2022.

• St Helena experiences high commercial rents and, until the 2008 and 2009 recession, relatively high demand for additional commercial and office space in the City. The demand for office space is again increasing and commercial rents are increasing as a result.

In February 2005, the City adopted the Highway 29 Specific Plan, which outlines circulation changes, roadways extensions, traffic signal installations and streetscape improvements along the State Route 29 corridor west of the Sulphur Creek bridge. The implementation of the Highway 29 Specific Plan has been controversial during project review and the City may want to (should) revisit the Specific Plan to ensure that it contains policies that accurately reflect the community need.

• Despite its relatively small population, St. Helena functions as a service center for surrounding towns and unincorporated areas, including Calistoga, Angwin, Deer Park, Rutherford and the unincorporated area south of St. Helena. Through efficient land use planning, the City can ensure that St. Helena continues to serve this function while meeting the needs of its residents.

LU1.2 Allow urban development to occur only within the Urban Limit Line. Urban services, such as sewer, water and storm drainage will only be extended to development within the Urban Limit Line.

The Urban Limit Line may only expand when the amount of developable land within the Urban Limit Line is insufficient to implement the General Plan policies. Expansion outside the Urban Limit Line should first be considered in Urban Reserve Areas. Expansion into other areas outside the Urban Limit Line should be considered only when the proposed land use is found to further the goals and long-term objectives of the City and does not result in adverse impacts to adjacent uses in either the urban or rural areas.

LU1.4 Encourage infill development and higher densities within currently developed areas wherever possible in order to minimize and postpone the need for expansion of the Urban Limit Line.

LU1.5 Limit the approval of new market rate residential development to a maximum rate of nine dwelling units per year. Regulated affordable units, guest cottages, accessory units or second units are exempt from this limitation.

LU1.6 Require new development to occur in a logical and orderly manner within well-defined boundaries and be subject to the ability to provide urban services, including the policies and implementing actions affecting new development as set forth in Chapter 4.

LU1.A Allow the construction of second units – also known as “granny flats” or accessory dwelling units – and the division of single family homes into two or more units, in order to increase residential density and housing availability without requiring an extension of the Urban Limit Line. Particular emphasis should be placed on those neighborhoods located within walking and bicycling distance to recreation and commercial areas.

• Despite its relatively small population, St Helena functions as a service center for surrounding towns and unincorporated areas, including Meadowood, Mddrone Knoll. Calistoga, _Angwin, Deer Park, Rutherford and the unincorporated area south of St Helena. Through efficient land use planning, the City can ensure that St Helena continues to serve this function while meeting the needs of its residents.

LU1.2 Allow urban development to occur only within the Urban Limit Line. Consider an exception for worker housing on agricultural lands. Urban services such as sewer, water and storm drainage will only be extended to development within the Urban L1m1t Line.

The Urban Limit Line may only expand when the amount of developable land within the Urban Limit Line is insufficient to implement the General Plan policies or when logical to include developed lands receiving urban services (from the City). Expansion outside the Urban Limit Line should first be considered in Urban Reserve Areas. Expansion into other areas outside the Urban Limit Line should be considered only when the proposed land use is found to further the goals and long-term objectives of the City and does not result in adverse impacts to adjacent uses in either the urban or rural areas.

LU1.4 In order to minimize and postpone the need for expansion of the Urban Limit Line, focus on encourage infill development within currently developed areas.

LU1.5 Use the currently adopted RHNA number as the new GMS for the City.

LU1.6 Require new development to occur in a logical and orderly manner within well defined boundaries and be subject to the ability to provide urban services, including the policies and implementing actions affecting new development as set forth in Chapter 4.

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LU1.C Adjust the Residential Growth Management System that regulates the issuance of building permits to ensure the dwelling unit count does not exceed 2,840 units in 2015, not including regulated affordable units, guest cottages, accessory dwelling units or second units. This number shall not be construed as a goal, but as a maximum number of units. When 2010 United States Census data is available, reevaluate the total number of units allowed within the Growth Management System and potentially amend this section based on this data. (Also see the Housing Element, Topic Area 1)

LU2.B Develop and implement residential design guidelines and/or form-based codes, to provide oversight and guidance for new buildings and renovations. Guidelines should ensure that new residential development is consistent with the design, size and footprint of older residences in the neighborhood. Consider the impact of new development on surrounding residences, such as solar access. Explore opportunities to establish a neighborhood categorization system that allows for strict design standards in historic neighborhoods and more relaxed or creative standards in others. (Also see the following elements: Community Design, Topic Area 3; and Economic Sustainability, Topic Area 3)

LU2.E Update zoning standards to encourage the following criteria:

- A variety of lot widths and sizes, such as that found in the older areas of town;
- Garages at the rear of lots rather than on the street;
- Lot coverage that is consistent with the scale of historic and older areas;
- Planting of street trees; and
- Setbacks, building massing and configuration consistent with older parts of town.

LU3.10 Require office development in Mixed-Use, Service Commercial and Central Business districts to complement the pedestrian orientation of surrounding development.

LU4.C Develop alternate automobile, pedestrian and bicycle routes to and from the Industrial District in order to facilitate access to the area and decrease the need to use State Route 29.

LU4.D Implement appropriate traffic improvements to provide safe ingress and egress to the industrial areas from State Route 29.

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LU2.E Update zoning standards to encourage the following criteria:

- A variety of lot widths and sizes, such as that found in the older areas of town;
- Garages at the rear of lots rather than on the street; or creative garage designs that incorporate the "garage door" frontage appearance to blend to the home.
 - Lot coverage that is consistent with the scale of historic and older areas; again, such as ???
 - Planting of street trees and planting strips along sidewalks,
 - Setbacks, building massing and configuration consistent with older parts of town.

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LU4.D Implement appropriate traffic improvements to provide safe ingress and egress to the industrial areas from State Route 29.

Evaluate the compatibility of the Industrial Area and existing heavy equipment use

LU5.1 Support and protect agricultural uses within and adjacent to the City.

LU5.3 Limit development on properties existing at the time of the adoption of this General Plan that are designated agricultural and are outside of the Urban Limit Line.

LU5.4 Support community-based agricultural uses within the City, including community gardens.

LU5.B Continue to enforce the City's "right to farm" ordinance that protects the right of agricultural operations in agriculturally-designated areas to continue their operations, even though such practices may generate complaints from nearby established urban uses.

LU5.F Evaluate discretionary, re-zonings, 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 one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be rezoned or re-designated 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 rezoning or General Plan amendment.

LU5.H Prepare and adopt guidelines and regulations to assist in the determination of the appropriate type and scope of agricultural buffer areas needed in circumstances that warrant the creation of such buffer areas.

between 29 and Crane, and determine if re-zoning is necessary to ensure safety, liability, hazard and noise reduction, etc. with surrounding neighborhoods, schools and parks.

LU5.I Support and protect agricultural uses within and adjacent to the City. Do not convert existing farmland to no non-ag uses whenever possible.

LU5.3 Strictly limit development on properties existing at the time of the adoption of this General Plan that are designated or used as agricultural land.

LU5.4 Support community-based agricultural uses within the City, including community gardens, and orchard parks.

LU5.B Continue to enforce the City's "right to farm" ordinance that protects the right of agricultural operations in agriculturally-designated areas to continue their operations, even though such practices may generate complaints from nearby established urban uses. Explore notification system (such as flags, web-based information, etc.) for agricultural spraying so nearby residences can prepare accordingly.

LU5.F Evaluate discretionary, 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. where feasible. Where conversion of farmlands mapped by the state cannot be avoided, require long-term preservation of one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be rezoned or re-designated 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 rezoning or General Plan amendment.

LU5.G Where proposed residential, commercial, or industrial development abuts lands devoted to agricultural use, require the non-agricultural uses to incorporate buffer areas to mitigate potential land use conflicts as a condition of approval for subdivision or use permit. The type and width of buffer areas shall be determined by the City based on the character, intensity, and sensitivity of the abutting land uses. Prepare and adopt guidelines and regulations to assist in the determination of the appropriate type and scope of agricultural buffer areas needed in circumstances that warrant the creation of such buffer areas.

LU6.A Pursue sites for future public facilities consistent with projected growth.

LU6.B Explore the feasibility and desirability of moving public facilities to the Adams Street property.

LU6.C Install community amenities, such as public restrooms, drinking fountains, benches, and trash and recycling containers in commercial districts. Ensure that community amenities are designed and installed to complement surrounding businesses and support the pedestrian-orientation of the street.

LU6.D Require safe and accessible bicycle and pedestrian access for all newly developed public facilities.

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

LU6.A Update the zoning ordinance and map to be compatible with the General Plan use maps and designation and public facilities and services element. Pursue sites for future public facilities consistent with projected growth.

LU6.B Pursue sites for future public facilities including parks, consistent with projected growth. Explore the feasibility and desirability of moving public facilities to the Adams Street property.

LU6.C Explore the feasibility and desirability of moving public facilities to the Adams Street property. Install community amenities, such as public restrooms, drinking fountains, benches, and trash and recycling containers in commercial districts. Ensure that community amenities are designed and installed to complement surrounding businesses and support the pedestrian-orientation of the street.

LU6.D Install community amenities, such as public restrooms, drinking fountains, benches, and trash and recycling containers in commercial districts. Ensure that community amenities are designed and installed to complement surrounding businesses and support the pedestrian-orientation of the street safe and accessible bicycle and pedestrian access for all newly developed public facilities. Require safe and accessible bicycle and pedestrian access for all newly developed public facilities.

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

LU 6 F. Provide for capital needs of water and wastewater systems

The St. Helena Local Economy and Economic Development Background Report was prepared as part of the first phase of the St. Helena General Plan Update process. The analysis presented in this study was used to inform development of the Economic Sustainability Element with respect to demographic trends, residential and commercial real estate conditions, retail market conditions, the local business environment, and policies and gaps in the current General Plan. Completed in 2007, this study does not reflect the economic climate and national recession that followed in 2008 and 2009. However, the General Plan document lays out goals, policies, and actions with a time horizon that extends beyond short-term economic cycles. The guiding principles established in this Element are intended to direct the community towards a sustainable economy that is responsive both to the current economic situation and longer-term community concerns and objectives.

Below is a brief summary of the 2007 Local Economy and Economic Development Background Report. More detailed discussion of the research and findings is provided in the report, which is included as an appendix to the General Plan document.

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During the recession, local businesses and the City of St. Helena experienced the negative impacts of the recession with decreased sales revenue and corresponding decreased tax revenue. The City was forced to deplete a portion of its reserves during this difficult time period. As a result of these negative impacts, the local community and the City of St. Helena have realized the importance of short and long term economic sustainability within our community. Furthermore, the City has realized it is imperative to establish a framework of goals, policies and implementing actions that will, to the greatest extent possible, ensure the economic sustainability of our town, and provide us with tools to minimize the negative impacts associated with future economic recessions. The City should include develop a formal Economic Sustainability Strategy as well as associated tools such as a long term economic forecasting model that will allow the City to measure and predict the future impact of policy decisions and actions that are taken now and in the future

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Below is a brief summary of the 2007 Local Economy and Economic Development Background Report. More detailed discussion of the research and findings is provided in the report, which is included as an appendix to the General Plan document.

There are several challenges and opportunities facing St. Helena related to economic sustainability. The following key findings and recommendations are based upon comprehensive existing conditions analysis and community input as well as the 2007 Local Economy and Economic Development Background Report. More detailed discussion of the research and findings is provided in the report, which is included as an appendix to the General Plan document.

• St. Helena has historically exhibited slow population, household, and housing growth. In recent years, employment growth, while modest, has out paced housing growth. This has led to an increasing shortfall in the number of homes available locally relative to the supply of local jobs.

• The City functions as an employment center for the region, with nearly two jobs per employed City resident. Furthermore, in 2000 nearly 80 percent of St. Helena workers commuted into the City for work but lived elsewhere, and this pattern is expected to continue. More recently, a 2008 Napa County Transportation and Planning Agency (NCTPA) study included a similar analysis of commute data for the City of St. Helena and surrounding unincorporated areas. Findings from this study demonstrate that, even when expanding the study area beyond City limits, approximately 60 percent of employee commutes originated elsewhere in Napa County and the surrounding region.

• Housing affordability is a key issue in St. Helena. The minimum income required to afford to purchase a single family home in St. Helena is well over three times the City's median household income. Workforce housing availability may be a key constraint to further local economic development.

• Commercial space also experiences high demand and is in limited local supply.

• This study revealed existing tension between the desire to prevent St. Helena from becoming overwhelmed with tourist-serving businesses and activities and the

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• St. Helena's identity as a historic, small city with a strong agricultural heritage is a unique economic development resource that local policies and regulations should protect and enhance. City policies should encourage promotion of St. Helena's authentic small-town character in order to enhance economic opportunities for local businesses.

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• Housing affordability is an important issue in St. Helena. Workforce housing availability may be a key constraint to further local economic development and therefore short and long term economic sustainability.

• Commercial space experiences high demand and is in limited local supply. High commercial rents impact the ability of some businesses supplying everyday goods and services to locate or stay in St. Helena. Non-retail uses occupying ground-floor retail spaces, such as real estate offices, further drive up demand and rents for commercial space in St. Helena. By limiting the non-retail use of ground-floor spaces in key commercial areas, the City can provide a more supportive environment for commercial uses that meet residents' everyday shopping needs.

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reality that a substantial portion of the local employment base and the City's revenue base are dependent upon the flow of tourism dollars to St. Helena.

3.3

Key Findings and Recommendations

There are several challenges and opportunities facing St. Helena related to economic sustainability. The following key findings and recommendations are based upon comprehensive existing conditions analysis and community input.

Among community members, there are divergent ideas regarding regulations that attempt to differentiate between local-serving and tourist-serving activities. Some community members feel that General Plan goals and policies should continue to make this distinction between local and tourist-serving uses, but that policies and accompanying regulations require more specific definitions.

The lack of workforce housing greatly impacts the economic sustainability of St. Helena businesses. In the past, local business owners have found it difficult to fill open positions. This difficulty has negatively impacted their business operations. Increasing the supply of affordable workforce housing is critical to maintaining St. Helena's quality of life and long-term economic sustainability.

High demand for commercial space and corresponding high commercial rents impact the ability of some businesses supplying low-cost, everyday goods and services to locate or stay in St. Helena. Non-retail uses occupying ground-floor retail spaces, such as real estate offices, further drive up demand and rents for commercial space in St. Helena. By limiting the non-retail use of ground-floor spaces in key commercial areas, the City can provide a more supportive environment for commercial uses that meet residents' everyday shopping needs.

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High demand for commercial space and corresponding high commercial rents impact the ability of some businesses supplying low-cost, everyday goods and services to locate or stay in St. Helena. Non-retail uses occupying ground-floor retail spaces, such as real estate offices, further drive up demand and rents for commercial space in St. Helena. By limiting the non-retail use of ground-floor spaces in key commercial areas, the City can provide a more supportive environment for commercial uses that meet residents' everyday shopping needs.

2. Create and implement an Economic Sustainability Strategy

It is imperative that St. Helena create and implement an Economic Sustainability Strategy that will serve as a "roadmap" to achieve the city's goal of economic sustainability. This strategy should include a framework within which the effects of policies and actions can be accurately measured and tracked as well as forecasted into the future. Specifically, the city should create a short and long term economic model that aids in estimating the impacts, benefits and costs that local policies and actions, as well as outside micro and macroeconomic forces, may have on our local economic environment. This model should also consider and incorporate long-term enhancements to local quality of life and the environment as well as metrics for

Generate Revenue.

St. Helena will promote economic development initiatives that generate diversified revenues to support local services and move towards greater self-sufficiency.

ES1.4

Encourage the creation of workforce housing to reduce the negative impacts of the City's jobs-housing imbalance and support the local employment base. (Also see the Housing Element, Topic Area 1)

ES1.6

Support local arts and cultural activities that can contribute to the local economy while strengthening the local social fabric and enriching residents' lives. (Also see the Arts, Culture and Entertainment Element)

ES1.B

Update the zoning ordinance to encourage businesses that are complementary to St. Helena's small-town character and that provide goods at a range of prices. Update the zoning code to define and permit non-chain, discount-type stores. Maintain the existing provisions in the zoning code that prohibit formula restaurants or those that solely provide take-out service, outlet and chain discount-type stores, and retail businesses over 10,000 square feet in size. Continue to discourage businesses whose consumer base requires a population larger than St. Helena and its vicinity. For the purposes of the General Plan, "vicinity" is defined as the surrounding towns and unincorporated areas for which St. Helena has historically provided goods and services, including Calistoga, Angwin, Deer Park, Rutherford and the unincorporated area south of St. Helena.

ES2.1

Support the development of responsible, visitor-serving components to the City's economy as a valuable source of jobs, tax revenues and cultural amenities.

ES2.4

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

measuring such elements.

Generate Revenue.

St. Helena will promote economic development initiatives that generate diversified revenues to support local services and move towards greater self-sufficiency. Increased revenue generation for St. Helena is key to achieving other goals for the community as without additional financial resources we limit and restrict our abilities to pursue and achieve such goals.

ES1.4

Encourage the creation of workforce housing to reduce the negative impacts of the City's jobs-housing imbalance and in keeping with smart, small town/smart growth to support the local employment base. (Also see the Housing Element, Topic Area 1)

ES1.6

Support local arts and cultural activities and entertainment that can contribute to the local economy while strengthening the local social fabric and enriching residents' lives. (Also see the Arts, Culture and Entertainment Element)

ES1.B

Update the zoning ordinance to encourage businesses that are complementary to St. Helena's small-town character and that provide goods at a range of prices. Update the zoning code to define and permit non-chain, discount-type stores. Maintain the existing provisions in the zoning code that prohibit formula restaurants or those that solely provide take-out service, outlet and chain discount-type stores, and retail businesses over 10,000 square feet in size. Continue to discourage businesses whose consumer base requires a population larger than St. Helena and its vicinity. For the purposes of the General Plan, "vicinity" is defined as the surrounding towns and unincorporated areas for which St. Helena has historically provided goods and services, including Calistoga, Angwin, Deer Park, Rutherford and the unincorporated area south of St. Helena.

ES2.1 Support the development of responsible, visitor-serving components to the City's economy as a valuable source of jobs, tax revenues and cultural amenities. Promote policies that facilitate and encourage this type of sustainable economic development.

ES2.4 City will develop encourage green options to circulate citizens and tourists throughout the community.

ES2.A

Continue to prohibit formula restaurants, outlet and chain discount stores and time-share lodging projects, as defined in the St. Helena Municipal Code (Section 17.48.060). Update the Municipal Code to define and prohibit restaurants that solely provide take-out service. Update the Municipal Code to define and regulate fractional ownership lodging. (Note: completed in 2012.)

ES2.A

Continue to prohibit formula restaurants, outlet and chain discount stores and time-share lodging projects, as defined in the St. Helena Municipal Code (Section 17.48.060). Update the Municipal Code to define and prohibit restaurants that solely provide take-out service. Update the Municipal Code to define and regulate fractional ownership lodging. (Note: completed in 2012.)

ES2.D

Enhance the pedestrian environment within the commercial area, support the development of bicycle trails connecting to a countywide system and encourage the use of small vans for group wine tours in order to decrease tourist-generated traffic congestion. (Also see the Circulation Element, Topic Area 2)

ES3.4

Support regulations that address the goals of the General Plan and positively impact the viability of local businesses and the community's financial health.

ES3.5

Support cultural diversity through economic sustainability initiatives.

ES2.6 Remove Remove the cap on the number of restaurant seats, but continue to prohibit formula restaurants.

ES2.A Continue to prohibit formula restaurants, outlet and chain discount stores and time-share lodging projects (with the exception of Fractional Ownership Lodging and destination membership clubs????), as defined in the St. Helena Municipal Code (Section 17.48.060).

ES2.A

Continue to prohibit formula restaurants, outlet and chain discount stores and time-share lodging projects, as defined in the St. Helena Municipal Code (Section 17.48.060). Update the Municipal Code to define and prohibit restaurants that solely provide take-out service. Update the Municipal Code to define and regulate fractional ownership lodging. (Note: completed in 2012.)

whilebut recognizing that the monies collected from hotel taxes provides a valuable and necessary source of revenue for the City. Remove the cap on the number of restaurants, but continue to prohibit formula restaurants. Remove the cap on the number of hotel and motel rooms.

ES2.D Enhance the pedestrian environment within the commercial area, 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. (Also see the Circulation Element, Topic . Encourage the use of pedi buses by the school district to guide children safely and in a more healthful and sustainable manner to school. (Also see the Circulation Element, Topic . Area 2.) ES2.E Consider program to allow destination clubs and other lodging programs that contribute to the City's TOT revenue stream.

ES3.4

Support regulations that address the goals of the General Plan and positively impact the viability of local businesses and the community's financial health.

ES3.5

Support cultural diversity through economic sustainability initiatives.

ES3.B

Develop a revised design review and/or form-based code process for commercial and industrial uses that establishes objective design guidelines and restrictions, including guidelines and restrictions for landscaping and water use. Guidelines for non-residential water use should be commensurate with water conservation measures imposed on residential development. (Also see the following elements: Community Design, Topic Areas: 2; Land Use and Growth Management, Topic Area 3; and Economic Sustainability, Topic Area 3)

ES3.B Develop a revised design review and/or form-based code process for commercial and industrial uses that establish objective design guidelines and restrictions, including guidelines and restrictions for landscaping and water use. Guidelines for non-residential water use should be commensurate with water conservation measures imposed on residential development. (Also see the following elements: Community Design, Topic Areas: 2; Land Use and Growth Management, Topic Area 3; and Economic Sustainability, Topic Area 3)

ES3.C Hire or retain economic development planning expertise to assist in creating and maintaining an Economic Sustainability Strategy and associated and necessary tools.

Facilitate and fast track projects generating significant City revenue that will not adversely impact the City's resources and are consistent with the General Plan, Municipal Code and CEQA.

Encourage partnerships between the City and private and/or nonprofit organizations to enhance the City's economic sustainability.

Consider leveraging City resources as feasible to enhance the City's economic sustainability, including the sale or long-term lease of the City Hall site and a private-public partnership for development of the City-owned property on Adams Street.

Public Facilities & Services

~~(strikeouts in this column were done by Planning Commission review in 2010)~~

~~Bell Canyon Reservoir is the City's primary source of potable water. Bell Canyon is an on-stream reservoir with a physical storage capacity of 2,384 acre-feet ("AF").~~

~~Historically, the City has operated the reservoir under Permit Nos. 9157~~

~~& 14810 from the State Water Resources Control Board. These permits expire on December 31, 2010.~~

~~The City has treats water produced at its two groundwater wells (at Stonebridge Complex (Stonebridge Wells Nos. 1 & 2) that supply water that is then treated at a small treatment plant near the wells.~~

~~The City also now purchases significant water quantities from the City of Napa. St. Helena It entered into a long term water supply agreement with Napa in September 2006, and The delivery terms were materially revised in April 2009, effective April 15 of that year (Amendment No. 1) and in November 2011 (Amendment No. 2). The initial term of the contract expires on December 31, 2035. In the initial term under the revised delivery terms,~~

~~St. Helena may receive between 400 AF and 800 AF in a given year. Napa is required to deliver to deliver 600 AF per year and St. Helena the City is required to purchase 400 take or pay for 600 AF each year AF in all years. Depending on Napa's allocation of water from the State Water Project ("SWP") as set forth in a notice of projected delivery on or before April 15 of each year, Napa is required to deliver and St. Helena is required to purchase 200 AF (above the 400 AF). This additional water may not be available in drought years, though it should be available in most years. Again, depending on Napa's noticed SWP allocation, St. Helena may have The City has the option to purchase additional water from Napa (above the 600 AF) if Napa has the water to sell, the option to purchase 200 AF (above 600 AF). This purchase option should be available to St. Helena in wet years. The contract is to be renegotiated in 2035. Also, Napa could receive a revised SWP allocation later in the year, revising upward its allocation as stated in the notice received on or before the April 15 deadline, and could on its own decide to offer an additional amount to St. Helena. St. Helena pays Napa its published price for water sold outside Napa City limits. The price is subject to an annual cost-of-living adjustment.~~

~~Prior to 1995, before Stonebridge~~

~~Well No. 2 came into production, the City made occasional purchases of water from the City of Napa. The City purchased water from Napa in the period 2007-March 2009 under a new agreement with Napa. The delivery terms of this Agreement were materially changed effective April 1, 2009, with Napa water now becoming a greater proportion of total supply, especially in stronger rain years. The City in recent years has been producing significantly more water from the City wells than in earlier years, which in turn has placed a greater challenge on the production capability of the aquifer.~~

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The City has a low rate of “unaccounted-for” for water loss. Unaccounted-for water loss is the difference between the metered quantity of water produced or purchased by the City and the metered quantity of water sold to all City customers. Unaccounted-for water loss is therefore not available for sale (“unavailable water”).

a meter replacement program, which has significantly reduced the amount of unaccounted for water loss, and its current unaccounted for water loss percentage is low in comparison to other municipal water systems.

As shown by Figure 4.1, total water supplied has decreased significantly in recent years, from a high of 2,290 AF in 2002 to less than 1,86250 AF in water year 2010, and 1817 AF in water year 20112008 and 2009. The only meaningful savings have come in a decline in residential consumption (which is also the largest category of user, as seen on Figure 4.2). By contrast, general commercial and industrial (winery) usage, taken together, have remained constant in recent years, including in low rainfall years. Nevertheless, absent new sources of water (and not counting additional well water as a new source), the City’s water supply is today significantly short of what is needed in years of below normal rainfall even at current levels of demand. As is evident from Figure 4.3, the City needs to obtain new water supplies and also achieve more water savings, even under current conditions.

In Figure 4.3, which describes the City’s current situation, it is anticipated that the City will be in Phase III or worse sometime during any given year 25% of the time. Phase III and subsequent phases entail ever more significant curtailments in water consumption by all classes of users. For example, Phase V requires commercial and industrial users to reduce water consumption by 35% from a prior similar period, confines residential consumption to 200 gallons per day per occupied residential unit, and bars irrigation watering. Further factors such as climate change and uncertainties in the long-term security in the City’s contract with Napa and in groundwater resources may worsen the water supply situation even without additional growth. Based on the foregoing, it follows that the City’s water system from its current sources of supply cannot meet any demand from new residential or commercial growth except through conservation by existing customers, and even then City water customers will face significant water restrictions in low rainfall years.

The City does not own land at a location suitable for such storage capacity, and at this time the cost of purchasing land and constructing such storage, a large capital cost, would not be fiscally justifiable to the water system’s rate payers.

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The City will explore recycling options as new and improved technologies improves.

~~St. Helena's wastewater treatment plant is currently operating near its maximum permitted capacity. Although the plant can handle greater capacities, it is not permitted by the Regional Water Quality Control Board to do so. The City's current operating permit expires in 2010, and the City will seek to expand its allowable capacity at the time that it renews its permit.~~

~~The St. Helena Comprehensive Flood Protection Project is underway to address potential flood hazards in the 100-year floodplain of the Napa River. Key project objectives include constructing a floodplain terrace, removing 17 homes, installing a new floodwall and levee, and managing soil and vegetation resources along the Napa River. Continuing implementation of the Flood Protection Project is essential to ensuring St. Helena's protection from future flood events.~~

~~PF1.6 Maximize water purchases from the City of Napa until a monitoring system is in place to assess the long-term viability and recharge capability of the North Main Basin aquifer that supplies the City's wells.~~

~~PF1.8 The City shall develop and adopt regulations that would not allow approval of any project that would result in total potable water usage greater than 1900 acre feet per year unless either a) the project includes housing affordable to lower income households and a determination is made pursuant to Government Code 65589.7 that a "sufficient water supply" is available to serve that project and none of the exceptions set forth in 66589.7 (c) apply; or, b) new sources of water are made available to the City. Residential projects that contain affordable housing shall receive priority allocation of water. b) new sources of water are made available to the City. Residential projects that contain affordable housing shall receive priority allocation of water.~~

Implementing Actions

~~PF1.A Develop a long-term water management plan to identify deficiencies in the City's water supply, to determine the safe yield of the groundwater basin and to develop and adopt measures to solve the projected deficiencies.~~

~~PF1.AB Prepare a water conservation plan that strengthens policies to reduce per capita water consumption. In addition offer incentives to property owners to install rainwater collection barrels and require water efficient irrigation systems and drought tolerant landscaping. Potential measures include increasing equitable enforcement, such as implementing aggressive water rate tiers, water rationing and supply caps on households and businesses. In addition, offer incentives~~

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~~PF1.C Conduct research into the potential impacts of climate change on the City's water supply, and develop a city-wide response plan.~~

~~PF1.EG The City of St. Helena will not produce more groundwater from its potable water production wells than is permitted under its "20/30" policy unless and until a qualified hydrologist has undertaken a thorough study of the North Main Aquifer Basin and determined that the City can produce more groundwater from its wells without impairment of the Aquifer generally or in the vicinity of the City wells. The City of St. Helena shall not draw or sell any groundwater beyond that amount produced by the City wells in recent years currently allowed until a safe yield has been identified through a study of the North Main Basin Aquifer by a qualified hydrogeologist.~~

~~PF1.FH Permit no new development relying on groundwater unless and until it is determined that the incremental production of groundwater to support the development will not adversely impact the water production capability of the aquifer supporting the City's wells.~~

~~PF1.HJ Adopt a Water Conservation Program that includes the following actions:~~

- ~~• Hire a full-time Water Conservation Coordinator;~~
- ~~• Modify the water rate structure to increase high-tier rates;~~
- ~~• Update the new construction offset program;~~
- ~~• Establish an Irrigation Advisory Service and promote "Smart Irrigation Controllers";~~
- ~~• Adopt new requirements for "ultra-efficient" plumbing fixtures for new development and rebates for existing users;~~
- ~~• Reduce average dry weather flow;~~
- ~~• Provide incentives for replacement of turf; and~~
- ~~• Provide incentives for roofwater catchment.~~

~~PF1.IK Ensure that water rates are designed to promote conservation, as well as to ensure that needed capital improvements are timely made. Develop and adopt a water pricing rate structure, both residential and non-residential, that fully funds recovers the capital and operating costs of the systems and is specifically designed to promote conservation, with the goal of bringing the City's per resident and per employee water use to levels in line with other cities of comparable size and makeup.~~

~~PF1.M Develop and adopt regulations to ensure that total potable water usage is not greater than 1900 acre feet per year unless the project includes housing affordable to lower income households and a determination is made pursuant to Government Code 65589.7 that a "sufficient water supply" is available to serve that~~

PF1.C Conduct research into the potential impacts of climate change on the City's water supply, and develop a citywide response plan. **In addition, continue to look for and assess any new technology that might make it economically feasible to produce potable water from Lower Reservoir to augment the City's potable water supply.**

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PF1.FH Permit no new development relying on groundwater unless and until it is determined that the incremental production of groundwater to support the development will not adversely impact the water production capability of the aquifer supporting the City's wells. (Impacts Housing Element for landscaping that is on wells.)

PF1.MJ If feasible Adopt a Water Conservation Program that includes the following actions:

- Hire a full-time Water Conservation Coordinator; consultant as needed;**
- Modify the water rate structure to increase high-tier rates;**
- Update the new construction offset program;**
- Establish an Irrigation Advisory Service and promote "Smart Irrigation Controllers";
- Adopt new requirements for "ultra-efficient" plumbing fixtures for new development and rebates for existing users
- Reduce average dry weather flow;
- Provide incentives for replacement of turf; and
- Provide Incentives for roof water catchment. **etc..**

PF1.JK Ensure that water rates are designed to promote conservation, as well as to ensure that needed capital improvements are **timely-made in a timely manner.** Develop and adopt a water pricing rate structure, both residential and non-residential, that fully funds recovers the capital and operating costs of the systems and is specifically designed to promote conservation, with the goal of bringing the City's per resident and per employee water use to levels in line with other cities of comparable size and makeup.

PF1.M Develop and adopt regulations to ensure that total potable water usage is not greater than 1900 acre feet per year unless the project includes housing affordable to lower income households and a determination is made pursuant to Government Code 65589.7 that a "sufficient water supply" is available to serve that project and none of the exceptions set forth in 66589.7 (c) apply; or, b) new sources of water are made available to the City. Residential projects that contain affordable housing shall receive priority allocation of water.

~~project and none of the exceptions set forth in 66589.7 (c) apply; or, b) new sources of water are made available to the City. Residential projects that contain affordable housing shall receive priority allocation of water.~~

~~PF1.PS Provide the full-time capability in the City to implement and oversee water conservation policies and to pay for this capability out of water revenues rather than the General Fund.~~

~~PF1.Qt Collaborate with Napa County to establish an ongoing monitoring program to assess the long-term viability and recharge capability of the North Main Basin aquifer that supplies the City's wells.~~

~~PF1.Ru Retain a qualified hydrogeologist to evaluate the current performance of the North Main Basin Aquifer and pay for this position out of water revenues rather than the General Fund.~~

~~PF1.tW Continue to look for and assess any new technology that might make it economically feasible to produce potable water from Lower Reservoir to augment the City's potable water supply.~~

~~PF2.B Implement improvements to the sewer system that can reduce the frequency of system overloads, particularly during the rainy season. Improvements can include system upgrades and expansions to accommodate projected high volume flows during wet months. (Note: delete as PF2.D cover the action more accurately.)~~

PF4.B Install recycling receptacles downtown and in all public parks and major streets. Ensure that the design and appearance of the receptacles fosters high-quality community design, aesthetics and character.

PF1. If feasible PS Provide the full-time capability in the City to implement and oversee water conservation policies and to pay for this capability out of water revenues rather than the General Fund.

PF1.Qt Collaborate with Napa County (GRAC study) by participating to establish an in the ongoing monitoring program to assess the long-term viability and recharge capability of the North Main Basin aquifer that supplies the City's wells.

PF1.Ru Retain a qualified hydrogeologist to evaluate the current performance of the North Main Basin Aquifer and pay for this position out of water revenues rather than the General Fund.

PF1.TWV Maintain awareness of long-term risks to the City water supply, including potential climate change impacts, impacts on groundwater resources, uncertainties about the Napa water contract renewal in 2035 and Napa water delivery reliability due to impacts on the State Water Project from large storms or earthquakes. Allocate any surplus water resources between new uses and unallocated reserves to maintain a balance between short term needs and long-term risk protection. W Continue to look for and assess any new technology that might make it economically feasible to produce potable water from Lower Reservoir to augment the City's potable water supply.

PF2.B Implement improvements to the sewer system that can reduce the frequency of system overloads, particularly during the rainy season. Improvements can include system upgrades and expansions to accommodate projected high volume flows during wet months. (Note: delete as PF2.D cover the action more accurately.)

PF4.B Install and maintain recycling receptacles downtown and in all public parks and major streets. Ensure that the design and appearance of the receptacles fosters high quality community design, aesthetics and character.

EXHIBIT A: WATER INFORMATION

This water information was the accurate information that was supposed to appear in the revisions completed by November 2013 but did not. The numerical information in the Public Facilities & Safety Element of the General Plan as it now stands, with changes is therefore incorrect. It is dated as it was submitted for inclusion in the GP.

ACCURATE WATER INFORMATION:

November 22, 2011

Revisions to Section 4 Pertaining to Water of Public Facilities and Services Chapter of General Plan Update (October 2010 Revised Draft) Necessitated by Work of the Safe Yield Committee, Amendment of the Napa Water Contract, and Adoption of a New Water Shortage Emergency Ordinance

Update of pages 4-3 through 4-8, replacing in full text under "Water":

Water

Water Supply

The City has three sources of potable water: Bell Canyon Reservoir, water purchased from the City of Napa, and groundwater. The City makes potable water from two groundwater wells at its Stonebridge Well Complex located near the Napa River, south of Pope Street. The City also has two sources of non-potable water: Lower Reservoir on York Creek and a groundwater well just north of the access to the Pope Street Bridge. The non-potable water is used almost exclusively for irrigation. The City owns a capped well on its Adams Street property. This well is a future source of groundwater and potentially (if treated) of potable water.

Bell Canyon Reservoir is the City's primary source of potable water. Bell Canyon is an on-stream reservoir with a physical storage capacity of 2,384 acre-feet ("AF"). Historically, the City has operated the reservoir under Permit Nos. 9157 & 14810 from the State Water Resources Control Board. The City is in the process of converting these permits to licenses. Upon conversion, the maximum licensed amount of water that will be available annually from Bell Canyon for municipal use is 1,902 AF as withdrawal from true storage and 300 AF as direct diversion. These amounts will be physically available only when all hydrologic and hydraulic conditions are optimal for surface water diversions. In some years lower amounts will be available due to low rainfall and rainfall occurring more episodically than continuously. Further, the amount that operationally can be withdrawn from storage in any year is less than the amount in true storage due to the need to carry significant storage over from one year to the next to augment total supply in dry years. At the same time, planned infrastructure improvements at Bell Canyon, especially electronic equipment and related

EXHIBIT A: WATER INFORMATION

improvements, that permit accurate monitoring of inflows and outflows in real time could enhance the annual yield from the reservoir.

Water from Bell Canyon Reservoir is treated at the Louis Stralla Treatment Plant, located near the reservoir. The plant has a treatment capacity of 4.3 million gallons per day (mgd). The peak demand on the plant has been 3.5 mgd. The plant typically operates at less than peak demand.

Lower Reservoir is an off-stream reservoir with a physical capacity of between 200 and 225 AF. The City has a pre-1913 claim to store up to 160 AF in this reservoir. The City has no facility to treat water from Lower Reservoir. About 50 AF per year from the reservoir is used for irrigation by Spring Mountain Winery and by RLS Middle School. The City also supplies Lower Reservoir water to local contractors for construction purposes.

The City treats water produced at its two groundwater wells at the Stonebridge Well Complex (Stonebridge Wells Nos. 1 & 2) at a small treatment plant near the wells. These wells are located near the Napa River, south of Pope Street. The current production capacity of Stonebridge Well No. 1 is 245 gallons per minute (gpm) and the current production capacity of Stonebridge Well No. 2 is 350 gpm. The City typically operates both wells at the same time. The third well, also near the Napa River but just north of Pope Street, provides untreated water that is used for irrigation in nearby areas, including Jacob Meily Park. The City routinely monitors the elevation of the aquifer in the area of the City wells. The spring and fall elevation levels have declined since Stonebridge Well No. 1 went into production in 1992. The decline is disconcerting, but the City is not able to assess the long-term significance without further study.

The City also now purchases significant water quantities from the City of Napa. It entered into a long term water supply agreement with Napa in September 2006. The delivery terms were materially revised in April 2009 (Amendment No. 1) and in November 2011 (Amendment No. 2). The initial term of the contract expires on December 31, 2035. In the initial term under the revised delivery terms, Napa is required to deliver 600 AF per year and the City is required to take or pay for 600 AF each year. The City has the option to purchase additional water from Napa (above the 600 AF) if Napa has the water to sell.

Napa water is much more expensive than water produced by the City from Bell Canyon or the City Wells. In 2012, the annual cost of 600 AF will be approximately \$1.2 million. The price escalates at the rate of 3% per year (though subject to some potential adjustment). At the same time the reliability of Napa water (as Napa must deliver 600 AF in all years) provides much needed assurance that the City will receive significant water in drought years when water from Bell Canyon could be problematic and groundwater production would not otherwise be sufficient to avoid a serious or even extreme water shortage.

EXHIBIT A: WATER INFORMATION

Insert revised Figure 4-1: [John F to revise to include water year data through 2011, with unaccounted for water also being included in total annual water production]; note that chart on page 4-6 of 2030 Update is calendar year data. “Calendar Year” under chart needs to be changed to “Water Year, July 1-June 30).

As can be observed from Figure 4.1, the annual yield from Bell Canyon in recent years is significantly less than in prior years. A main reason is that more water has been flowed through to the Napa River to support fish. Most recently, Napa water has become an increasing percentage of total supply, as increased deliveries under the Napa contract are impacting the total mix. Finally, the City is seeking to reduce its withdrawal of groundwater in non-drought years, in order to give the aquifers in the area of the Stonebridge Well Complex an opportunity to recharge.

Distribution System

The existing distribution area covers a large area inside and outside of the City limits. The network extends from Lodi Lane, two miles north of the City, to Niebaum Lane, in Rutherford, three miles south.

The City has approximately 1,964 connections within the City limits, serving about 6,000 people. The City has about 348 connections outside City limits, serving about 775 people. Figure 4.2 shows the distribution of customers on the City’s water system. Industrial customers are, with one exception, all wineries, eighteen in all. “Other” includes institutional users, such as churches and schools. Customers outside City limits include residential, commercial, and industrial customers.

The City has a significant rate of “unaccounted-for for water loss.” Unaccounted-for water loss is the difference between the metered quantity of water produced or purchased by the City and the metered quantity of water sold to all City customers. Unaccounted-for water is therefore not available for sale (“unavailable water”).

Unavailable water is attributable to unmetered water lost due to leaks, unauthorized use, fire fighting (including flushing of hydrants), system maintenance, and inaccurate meters. As the City has now completed replacement of customer meters, and also has undertaken significant meter improvements at the Louis Stralla Treatment Plant, the City believes that most unavailable water is occurring under the streets in its aging distribution system. This is a difficult, expensive and long term issue. The City recognizes that it must reduce unaccounted for water loss to an acceptable level in municipal systems (around 7.5%).

Water Demand

Insert Revised Figure 4-2: [John F. to revise pie chart, with change of base period to water years 2006-2011. Title of Figure 4.2 should be changed: “FIGURE 4.2: Metered Potable Water Demand, Percent Distribution (water years 2006-2011).

EXHIBIT A: WATER INFORMATION

As shown by Figure 4.1, total water supplied has decreased significantly in recent years, from a high of _____ AF in 2002 to 1862 AF in water year 2010 and 1817 AF in water year 2011. The only meaningful savings have come in a decline in residential consumption (which is also the largest category of user, as seen on Figure 4-2). By contrast, general commercial and industrial (winery) usage, taken together, have remained constant in recent years, including in low rainfall years.

The Safe Annual Yield of the Water System

As experience showed that the City had inadequate water to supply customer demand without imposition of water emergency restrictions in recent years, it became apparent that the City needed to establish the “Safe Annual Yield” of the Water System. Often, “safe yield” is thought of as that supply that can be reliably delivered under worst-case (drought) conditions. But it was also apparent that under such an approach the demand on the City’s water system, even at the reduced levels of recent years, exceeded the “safe annual yield,” if so defined. Such an inflexible approach was viewed as too restrictive for planning purposes.

In consequence, the City undertook to establish its own definition of “safe annual yield,” as follows: “The safe annual yield of the St. Helena water supply system is that quantity of water which can be reliably delivered on annual basis through most rainfall years, including a Dry Year (rainfall at 22” to 25.9”) without undue hardship on water customers through water shortage restrictions.” The City defined “undue hardship” as “three or more consecutive months of Phase II water restrictions or Phase III water restrictions.” The water restriction phases are those as stated in a new water emergency ordinance adopted by the City in the fall of 2011. It is recognized that the annual safe yield, as so defined, could place significant hardship on water customers in a Critically Dry Year (rainfall at 21.9” or less) or in periods of two or more consecutive Dry Years.

The calculation of safe yield is made according to the above definition. An estimate is made of water available from the City’s three sources under current operating conditions and under the rainfall conditions so defined in the definition. It assumes that groundwater withdrawals will not exceed 450 AF in normal years (ideally they should be significantly less than 450 AF). It assumes that the City will purchase 600 AF each year from Napa, in accordance with its contractual commitment. It takes into account the storage and bypass requirements that the City must follow at Bell Canyon. On the demand side, the estimated demand equals total water actually supplied (including unavailable water) averaged over the past five years. A five year average seeks to even out anomalies that can impact yearly demand, especially due to wide variations in rainfall that can occur from year-to-year. The City recognizes that it might need to adjust the inputs into the safe yield calculation based on new information. For example, the annual safe yield would increase if the City were to acquire a significant new source of water supply. The annual safe yield could decrease

EXHIBIT A: WATER INFORMATION

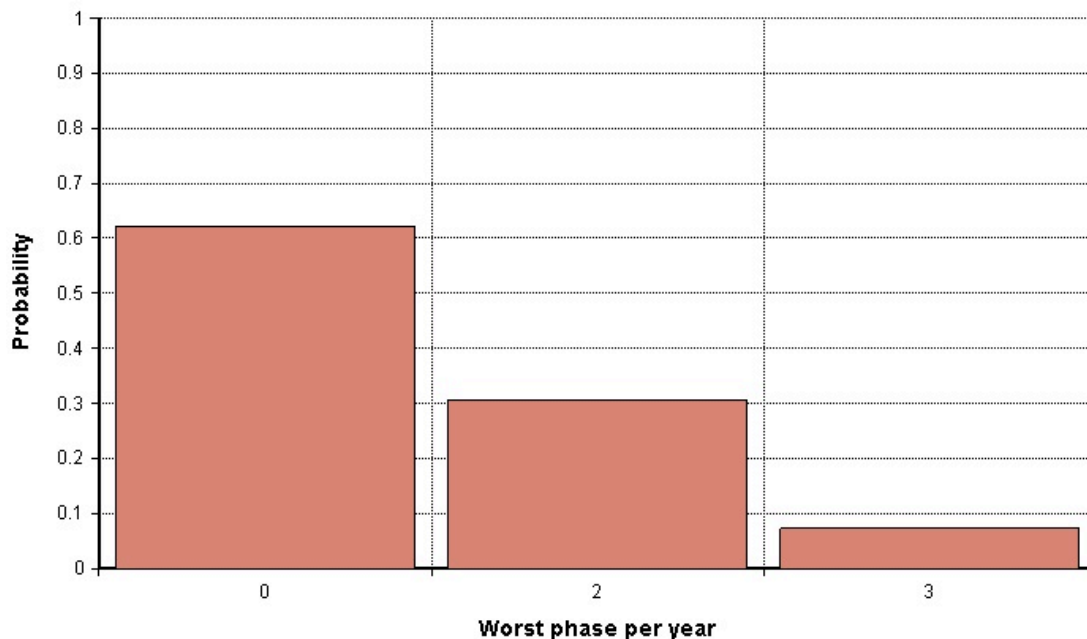
if the City finds that it cannot sustainably withdraw water from the City production wells at current levels.

Based on water supplies available in 2011, the City estimates that the safe annual yield of its water system is 1950 AF. As average five-year demand (which must include unavailable water) exceeds the annual safe yield, the City calculates that its 2011 water deficit is 133 AF. The deficit has been declining in recent years, mainly due to the decline in residential water demand.

Water shortage Emergencies

Figure 4.3 shows the estimate of the frequency of occurrence for the worst water shortage emergency phase that would be experienced during any given year under the assumption that baseline demand is approximately equal to the safe yield (1950 AF/yr). Under these assumptions, Phase II would occur during any given year 31% of the time and Phase III would occur about 8% of the time. (As of the preparation of this section for the General Plan Update (November 2011), baseline usage was not equal to the safe yield; it was estimated that baseline usage was 133 AF/yr above the safe yield.)

FIGURE 4.3 (Water Shortage Frequency, Where Baseline Demand Approximates Safe Yield)



In 2011, the City adopted a new Water Shortage Emergency Ordinance. It adopted the definition of annual safe yield, and requires a yearly calculation of the annual safe yield. If the City's water balance pursuant to the safe yield calculation is in deficit, then the City must comply with Phase I water restrictions. Most importantly, this requires that any new water demand, such as from a new project, must be completely offset by

EXHIBIT A: WATER INFORMATION

a reduction in current water demand, to the satisfaction of the Director of Public Works. Phases II and III involve the imposition of mandatory water restrictions on customers. If Phase II appears imminent, the City Council must appoint a Water Board which, if Phase II is implemented, will work with the Director of Public Works to ensure compliance by all sectors (residential, commercial, industrial) with Phase II restrictions. Phase III restrictions are draconian.

Water Supplies

As is evident from Figure 4.3, the City needs to obtain new water supplies and also achieve more water savings, even under current conditions. At the same time, the City recognizes that any new water supply, even if forthcoming, is likely to be expensive, potentially even further increasing the unit cost of potable water. Thus, the emphasis going forward will most likely be on conservation, seeking to reduce demand by all classes of users, and especially commercial and industrial users.

Water Recycling Potential

The City recognizes that that water should be recycled and that the recycled water should be put to beneficial use. The demand for recycled water is likely to be highest during the driest months when flows into the City's sewage treatment plant are at their lowest. This means that recycled water could not be a meaningful factor in augmenting supply for non-potable use without the addition of substantial storage capacity. It would be necessary to provide recycled storage, pumping and distribution facilities that includes, at minimum, 400 AF of storage. The City does not own land at a location suitable for such storage capacity, and at this time the cost of purchasing land and constructing such storage, a large capital cost, would not be fiscally justifiable to the water system's rate payers.

Revision of pages 4-17 and 4-18 beginning with "Water" under section 4.3, Key Findings and Recommendations:

Water

- Delete second bullet point on page 4-17 (about Napa Contract)
- Restate second bullet point on page 4-18 as follows: "Residential customers have made great strides in recent years in reducing their water usage. It appears that residential consumption in St. Helena is not out-of-line with other Napa communities after taking into account housing mix and lot sizes. Commercial and industrial customers (wineries) should be encouraged to reduce their water consumption.
- Restate third bullet point on page 4-18 (about climate change) as follows: "Future climate change could alter regional rainfall and significantly impact the City's water resources. The City should maintain awareness of evolving climate

EXHIBIT A: WATER INFORMATION

science assessments as they pertain to the Napa Valley and take those considerations into account in its ongoing water management planning.”

Wastewater

John F. is to rewrite first bullet point (about wastewater) on page 4–19. John to straighten out language re “greater capacities” and to address new permit.

Revision of pages 4–23 and 4–27, Water Policies and Implementing Actions:

PF1.2: Restate as follows: “Adopt and implement equitable water conservation measures for both residential and non-residential users to that the City can supply water within the safe yield of its water system.”

PF1.5: Greg and John F. to come up with new language.

PF1.6: Delete.

PF1.8: Delete.

PF1.A: Delete.

PF1.B: Restate as follows: “Offer incentives to property owners to install rainwater collection barrels and require water efficient irrigation systems and drought tolerant landscaping.”

PF1.C: Delete.

PF1.G: Restate as follows: The City of St. Helena shall not draw or sell any groundwater beyond that currently allowed until a safe yield of the groundwater system has been identified through a study of the North Main Basin Aquifer by a qualified hydrogeologist.” [John F.: is “allowed” the right word? Shouldn’t it be: “beyond that amount produced by the City Wells in recent years” etc?]

PF1.J, second to last bullet point: should be “evaluate” rather than “provide” so that the bullet point reads “Evaluate incentives for replacement of turf.”

PF1.K: Restate as follows: “Ensure that water rates are designed to promote conservation, as well as to ensure that needed capital improvements are timely made.” [Note: Alan rewrote here, per meeting direction.]

PF1.L: Restate as follows: “Evaluate and adjust as needed “water shortage emergency” phases, recognizing the complexity of the supply system and making use of modeling of historical and future performance.”

PF1.M: Delete.

EXHIBIT A: WATER INFORMATION

PF1.V: Restate as follows: “The City of St. Helena at the earliest opportunity shall work with the City of Napa to extend that Napa water supply contract beyond the expiration of its initial term at the end of 2035.”

Preparer: Alan Galbraith

An increasing demand for non-vehicular alternative modes of transportation has been expressed and demonstrated by citizens of all ages in St. Helena. An increasing number of citizens are interested walking, biking and moving throughout St Helena in golf carts and other electric non-automobile vehicles. Given the natural topography of St Helena, the City provides ideal conditions for such alternative modes of transportation. A shift from traditional automobile based transportation to alternative modes of transportation within St Helena will create many important positive impacts on the community, including but not limited to:

- Decreased automobile traffic throughout the City due to an increased number of citizens choosing to walk or bike within the City
- Increased overall health of the citizens of St Helena by walking and biking more
- Decreased air pollution due to less automobile operation throughout the City
- Decreased impact and degradation of the streets within St Helena

The City of St Helena has just recently completed and approved a citywide bicycle and multimodal plan which will be integrated with the Napa County Bicycle Plan and the Napa Vine Trail. The approved plan will provide safe and convenient bicycle, pedestrian and multi-modal access to schools, parks, open spaces, commercial areas, residential neighborhoods and community facilities. With this plan and vision in place, the foundation to create a safer and healthier pedestrian and bicycle environment have been established and the City is focused and committed to turning this plan into reality.

Street Classification System and Network

• St. Helena's street network has largely been developed on a grid. However, some sections of the network, particularly on the east side of State Route 29, are not connected. The lack of a complete traffic circulation system encourages the majority of local trips onto a few streets, particularly when State Route 29 is heavily congested. The 1993 General Plan included plans for multiple street extensions on local roadways to accommodate future development. While a handful of projects have been implemented, many have not been feasible.

Street Classification System and Network

St Helena's street network has largely been developed on a grid. However, some sections of the network, particularly on the east side of State Route 29, are not connected. The lack of a complete traffic circulation system encourages the majority of local trips onto a few streets, particularly when State Route 29 is heavily congested. The 1993 General Plan included plans for multiple street extensions on local roadways to accommodate future development. While a handful of projects have been implemented, many have not been feasible. most have not been and given the shift towards non-automobile based transportation, these extensions are an opportunity to create bicycle and pedestrian connections (as well as emergency vehicular access where appropriate and beneficial) to improve the non-automobile circulation and routes throughout the City. St Helena residents have raised traffic safety concerns, such as speeding on residential streets. Development of a comprehensive traffic calming program will preserve and enhance the livability of neighborhoods.

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• According to U.S. Census data, the mode share for bicycle and pedestrian commute trips from St. Helena decreased between 1990 and 2000 (by 1.0 percent and 1.2 percent respectively). In addition, the City of St. Helena does not have a current pedestrian or bicycle master plan. Developing a comprehensive, safe and accessible pedestrian and bicycle network will promote non-motorized trips and reduce single-occupancy vehicle trips.

Create an Interconnected Multimodal Circulation System.

Increase the City's share of walking, bicycling, transit and carpooling trips, in accordance with NCTPA 2035 goals. As a major part of this effort, the City will continue to develop and maintain a safe and integrated bicycle and pedestrian system throughout St. Helena for people of all ages and abilities.

Provide a Safe, Efficient and Well-Maintained Circulation System.

Develop and manage a transportation network that supports safe and efficient travel for all modes and users.

Circulation Study Alternatives

In order to manage congestion and provide new connections within the City, several new streets are proposed as part of the General Plan update for further study. In most cases, the proposed connections will provide alternate routes for residents to travel from one part of town to another without having to travel on State Route 29, which is frequently congested due to high regional traffic demand.

In order to manage traffic on local streets, proposed new streets provide for the study street extensions provide for various levels of access to accommodate different modes of travel. Proposed street-The study street extensions, shown in Figure 5.2, include the following:

3. Oak Avenue from Charter Oak Avenue to Grayson Avenue with limited access (bike, pedestrian and scooters) from Mitchell Drive to Charter Oak Avenue with the intention to build/allow automobile access;

According to U.S. Census data, the mode share for bicycle and pedestrian commute trips from St Helena decreased between 1990 and 2000 (by 1.0 percent and 1.2 percent respectively). In addition, the City of St Helena does not have completed and approved a pedestrian and bicycle master plan. Developing a comprehensive, safe and accessible pedestrian and bicycle network will promote non-motorized trips and reduce single occupancy vehicle trips.

-
- Create an Interconnected Multi modal Circulation System
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Provide a Safe, Efficient and Well-Maintained Circulation System.

Develop and manage a transportation network that supports safe and efficient travel for all modes and users.

- Ensure a Sustainable Transportation Network.
- Reduce congestion and greenhouse gas emissions and increase the mode share for all non-single-occupancy trips. To achieve this goal, the City supports the use of transportation demand management (TDM) strategies that promote sustainable transportation practices through encouragement, education and incentives.

Circulation Study Alternatives

In order to manage congestion and provide several new connections within the City several new extensions are proposed for further study. In most cases, the proposed connections will provide alternate routes for residents to travel from one part of town to another without having to travel on State Route 29, which is frequently congested due to high regional traffic demand.

as non-automobile connections to promote the increased use of non-automobile based transportation man effort to reduce auto congestion within the City for further study These extensions may also serve as emergency vehicular routes to increase the safety of St Helena. In order to manage traffic on local streets. the study extensions provide for various levels of access to accommodate bicycle, pedestrian, golf cart and other non-automobile electric vehicles, the study extensions in Fig. 2 include the following:

3. Oak Avenue from Charter Oak Avenue to Grayson Avenue from Mitchell Drive to Charter Oak Avenue;

5A/5B. Alternative extensions to the Silverado Trail, by studying potential extensions of Adams Street or Mills Lane.

To reduce the attractiveness of the new streets as cut-through routes, vehicle turn restrictions may be implemented at particular locations.

CR2. A Develop and adopt a citywide bicycle and pedestrian master plan to improve bicycle and pedestrian safety, and to encourage community members to walk and bike more often. Build on St. Helena's existing partnership with the Napa County Transportation and Planning Agency (NCTPA) to ensure that the City's master plan is consistent with countywide transportation planning efforts. (Also see the following elements: Open Space and Conservation, Topic Area 2; and Parks and Recreation, Topic Area 6)

CR4.F To ensure the multimodal Transportation Mitigation Fee (TMF) program serves as acceptable mitigation for the increase in traffic volumes resulting from buildout of the General Plan, the City shall prepare and adopt the TMF within 6 months of adoption of the General Plan Update. As part of this effort, the City shall conduct a fee study to ascertain whether the fees designated under the existing fee program should be revised. As part of the fee study development, the City should consult with other local agencies, including Caltrans and the California Public Utilities Commission (CPUC), to identify potential improvements to Main Street and to at-grade railroad crossings that could be incorporated into the TMF program.

5A/SB. Alternative extensions to access the Silverado Trail, by studying potential extensions of Adams Street or Mills Lane or increasing the accessibility to the Silverado Trail v1a Pratt Avenue from downtown by creating an emergency route through the Crinella area.

To reduce the attractiveness of the new streets as cut-through routes, vehicle turn restrictions may be implemented at particular locations.

CR2. ~~A Develop and adopt a~~ Implement the city-wide bicycle and pedestrian master plan to improve bicycle and pedestrian safety, and to encourage community members to walk and bike more often. Build on St Helena's existing partnership with the Napa County Transportation and Planning Agency (NCTPA) to ensure that the City's master plan is consistent with countywide transportation planning efforts. (Also see the following elements: Open Space and Conservation, Topic Area 2; and Parks and Recreation, Topic Area 6)

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7.1 Purpose of the Element

By respecting established neighborhoods and historic assets, this Element provides guidance to build upon St. Helena’s distinct history, while promoting new approaches to enhance future public and private development.

A community’s street pattern; the relationship of its buildings to streets; the location and design of its public spaces; and the architectural styles and landscape elements that characterize buildings and residences are often collectively referred to as “community design.”

Agriculture, Open space, Parks and Recreation

As a result, existing expanses of vineyards and agricultural lands — including “fingers” of green that reach into the urban environment — play a central role in creating a rural experience and a distinct sense of place for City residents and visitors. Parks and other open spaces also contribute to this effect (see Figure 7.2). The City’s Urban Limit Line is an instrumental policy tool for preserving these open spaces and maintaining clear definition of the rural/urban edge, so that St. Helena’s agrarian heritage remains elemental to the character of the City

7.3 Key Findings and Recommendations

The ULL helps define the City’s character by focusing evolution and change in the City’s central core and protecting the agricultural uses and rural quality of surrounding areas. Restricting development to areas within the ULL can help the City retain its historic and agricultural character while accommodating growth in coming decades.

7.1 Purpose of the Element

By respecting established neighborhoods and historic assets, this Element provides guidance to preserve build upon St. Helena’s distinct history and rural small town town character, while promoting new approaches to enhance future public and private development.

A community’s street pattern; the relationship of its buildings to streets; the location and design of its public spaces; and the architectural styles and landscape elements that characterize buildings, and residences and open spaces are often collectively referred to as “community design.”

AGRICULTURE, OPEN SPACE, PARKS AND RECREATION

As a result, existing expanses of vineyards and agricultural lands — including “fingers” of green that reach into the urban environment — play a central role in creating maintaining the a rural experience and a distinctly historic sense of place for City residents and visitors. Parks and other open spaces also contribute to this effect (see Figure 7.2). The Agricultural Preserve throughout Napa Valley helps ensure the overall Agricultural heritage of the area. Further, St. Helena’s The City’s Urban Limit Line is an instrumental policy tool for preserving these open spaces and maintaining clear definition of the rural/urban edge, so that St.,Helena’s agrarian heritage remains elemental to the character of the City, both inside and surrounding the city.

7.3 Key Findings and Recommendations

The ULL helps define the City’s character by focusing evolution and change in the City’s central core. and protecting the agricultural uses and rural quality of surrounding areas. Restricting Careful development to of areas within the ULL can help the City retain its historic and agricultural character while accommodating well thought out growth in coming decades in order to protect the agricultural uses and rural quality of both the City and surrounding .

Design Review of new homes and remodels should continue to guard against new homes or remodels that do not reflect the scale, proportion and/or building materials that characterize the surrounding neighborhood. Following design guidelines and/or form-based codes for remodels and new construction can ensure that remodeled or new residences complement existing neighborhoods and contribute positively to St. Helena’s sense of place.

Although known for its historic downtown and rural charm, St. Helena faces the same modern concerns that larger, more urbanized cities face in terms of planning for global climate change and reducing the use of resources such as energy and water. By promoting sound construction practices and the use of high-quality materials, and encouraging building methods that minimize environmental impacts, St. Helena can ensure that high-quality and sustainable design inform the City’s evolution into the future.

Strengthen the City’s Neighborhoods to Retain Desirable Characteristics While Allowing for Change and Evolution

St. Helena recognizes the unique characteristics of individual neighborhoods and the potential for appropriate change within the context of a well-planned City. The City is committed to solving specific neighborhood problems and implementing neighborhood priorities to enhance livability.

7.5 Policies and Implementing Actions

Incorporating sustainable design practices into site layout, building design, landscaping and public infrastructure is key to supporting projects that use less energy and has a smaller environmental impact. In addition, high-quality design contributes significantly to overall community design.

Design Review of new homes and remodels should continue to **to guard against promote, ensure and encourage** new homes or remodels that **do not** reflect the scale, proportion and/or building materials that characterize the surrounding neighborhood. Following design guidelines and/or form-based codes for remodels and new construction can ensure that remodeled or new residences complement existing neighborhoods and contribute positively to St. Helena’s sense of place.

Although known for its historic downtown and rural charm, St. Helena faces the same modern concerns that larger, more urbanized cities face in terms of planning for global climate change and reducing the use of resources such as energy, and **most particularly**, water. By promoting sound construction practices and the use of high-quality materials, and encouraging building methods that minimize environmental impacts, St. Helena **can should** ensure that high-quality and sustainable design **inform the City’s evolution into the future.** **can ensure critical resources will be available long-term for new additions to the built environment.**

Strengthen the City’s Neighborhoods to Retain Desirable Characteristics While Allowing for Smart Change and Evolution.

St. Helena recognizes the unique characteristics of individual neighborhoods and the potential for appropriate change within the context of a well-planned City. The City is committed to solving specific neighborhood problems and implementing neighborhood priorities to value enhance livability.

7.5 Policies and Implementing Actions

High-Quality and Sustainable Design; Commercial and Industrial Areas;

Incorporating sustainable design practices into site layout, building design, landscaping and public infrastructure is key to supporting projects that use less energy, water and has a smaller environmental impact. In addition, high-quality design contributes significantly to overall community design.

CD1.3 Require construction and development practices that reduce energy demand through conservation and efficiency, such as the use of green building materials, site design to maximize passive heating and cooling and energy generation. (Also see the Climate Change Element, Topic Area 2)
CD1.4 Strengthen water conservation measures that result in significant reductions in local water use and the protection of local water resources

CD1.A Explore the possibility of establishing a design review process for new development and remodels throughout the City. Create adequate tools, including design guidelines and/or form-based codes, to inform decision-making and ensure high-quality, sustainable design that is compatible with and enhances community character

However, some streets, such as Starr Avenue, would benefit from a narrower curb-to-curb width and other traffic calming strategies. The following policies and actions seek to ensure that as new residential development occurs, the City's neighborhoods will remain pedestrian and bicycle-friendly and will respect the historic character of existing neighborhoods.

CD5.4 Preserve and enhance the City's nighttime environment for residents and wildlife by limiting the negative effects of artificial lighting.

CD5.C New development shall not result in significant light and glare that could affect residents, visitors, and wildlife.

CD6.1 Ensure a connected street system that maximizes pedestrian and bicycle connectivity.

CD1.3 Require construction and development practices that reduce energy demand through conservation and efficiency, such as the use of green building materials, site design to maximize passive heating and cooling and energy generation on site water reuse, water efficient landscaping and use of low-flow appliances, among others. (Also see the Climate Change Element, Topic Area 2)

CD1.4 Strengthen water conservation measures for development or construction that result in significant reductions in local water use and the protection of local water resources.

CD1.A Explore the possibility of establishing a design review process for new development and remodels throughout the City. Create adequate tools, including design guidelines and/or form-based codes, to inform decision-making and ensure high-quality, sustainable design that is compatible with and enhances community character. Consider formation of historic design review committee and/or policies

However, some streets, such as Starr Avenue, would benefit from a median, planting berm or dedicated hike paths or other narrower curb-to-curb width and other traffic calming strategies. The following policies and actions seek to ensure that as new residential development occurs, the City's neighborhoods will remain pedestrian and bicycle-friendly and will respect the historic and agricultural character of existing neighborhoods and the other surrounding area.

CD5.4 Preserve and enhance the City's nighttime environment and quiet rural sounds of the night for residents and wildlife by limiting the negative effects of artificial lighting

CD5.C New development shall not result in significant light, and glare and noise that could affect residents, visitors, and wildlife.

CD6.1 Ensure a connected right-of-way street system that maximizes pedestrian and bicycle connectivity.

Community Design

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CD6.3 Require streetscape design that maximizes bicycle and pedestrian usage by providing safe and well-lit streets.

CD6.3 Require streetscape design that maximizes bicycle and pedestrian usage by providing safe and **appropriately** well-lit streets.

Open Space

8.1 Purpose of the Element

The Open Space and Conservation Element presents a framework for governing future decisions about how St. Helena will sustain a healthy network of open space and natural resources for today's residents, as well as future generations.

Further water conservation and habitat protection concerns result from soil contamination generated by industrial, agricultural or other uses that produce or utilize hazardous substances. Incorrect handling or disposal of these substances can compromise St. Helena's water quality, particularly when stormwater runoff occurs on contaminated sites. By promoting the clean-up of contaminated sites and strengthening outreach efforts to educate the public about proper use and disposal of hazardous materials, the City can bolster its citywide conservation efforts and meet its long-term goals.

Many years of intensive use have adversely affected some of the City's natural resources.

St. Helena's natural areas provide important wildlife habitat for 18 special status plant species and 19 special-status wildlife species. Urban encroachment and development have resulted in habitat loss and fragmentation. Opportunities exist to enhance the quality of these areas and ensure that they continue to support wildlife and native vegetation, particularly in the City's riparian corridors. Protecting these lands can safeguard the City's and the region's natural heritage for future generations.

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Further Water conservation and habitat protection concerns result from soil contamination generated by industrial, agricultural, commercial, residential or other uses that produce or utilize hazardous substances. Incorrect handling or disposal of these substances can compromise St. Helena's water quality, particularly when stormwater runoff occurs on contaminated sites. By promoting the clean-up of contaminated sites, ensuring new projects have environmentally responsible stormwater runoff systems, development practices and strengthening outreach efforts to educate the public about proper use and disposal of hazardous materials, the City can bolster its citywide conservation efforts and meet its longterm goals.

Many years of intensive use have adversely affected some of the City's natural resources.

St. Helena's natural areas provide important wildlife habitat for 18 special status plant species and 19 special-status wildlife species. Urban encroachment and development have resulted in habitat loss and fragmentation. Protecting these lands can safeguard the City's and the region's natural rural heritage for future generations. As a City surrounded by mountains, streams, fields and agricultural lands, opportunities still exist to protect, restore and enhance the quality of these areas and ensure that they continue to support the area's extensive wildlife and native vegetation, particularly in the City's riparian corridors.

Open Space

(not included)

Expand Sustainable Agricultural Practices.

St. Helena is committed to continuing and enhancing its agricultural traditions by encouraging sustainable agricultural practices.

-
3. Water Quality and Conservation; and
4. A Healthy Living Environment.

The policies mandate, encourage or allow certain actions to be pursued throughout the duration of the General Plan. Together they serve as strategic directions for City staff and partners, highlighting where time and resources should be focused.

OS1.2 Prohibit development, alteration and/or removal of native vegetation from riparian areas.

OS1.4 Protect natural habitats that have the potential to support rare, endangered or special-status wildlife and plant species.

OS1.6 Discourage invasive species that degrade habitat quality, especially along the Napa River and its tributaries.

OS1.7 Promote and encourage sustainable agricultural practices that are sensitive to natural habitat and do not harm wildlife.

- Heritage trees – encourage preservation – Tree City.

Expand Sustainable Agricultural Practices.

St. Helena is committed to continuing and enhancing its agricultural traditions by promoting and reinforcing encouraging sustainable agricultural practices.

-
3. Water Resource Protection and Conservation; and
4. A Healthy Living Environment.

The policies mandate, encourage or allow certain actions to be pursued throughout the duration of the General Plan. Together they serve as strategic directions for City staff and partners, highlighting where time and resources should be focused.

- Prohibit development, alteration and/or removal of native vegetation from riparian areas. Disallow invasive species that degrade habitat quality.

OS1.4 Protect natural habitats that have the potential to support rare, endangered or special-status wildlife and plant species. Discourage Control invasive species that degrade habitat quality.

OS1.6 Manage invasive species that degrade habitat quality, especially along the Napa River and its tributaries.

OS1.7 Promote, encourage and require when appropriate, sustainable agricultural practices that are sensitive to natural habitat and do not harm wildlife.

Open Space

- Establish setbacks to allow for all new development projects and replanted agricultural land to protect stream function and riparian habitat, while allowing for limited recreational uses, and access of the stream corridor for maintenance and flood control;
-

Restrict use of herbicides and insecticides associated with aquatic toxicity in areas near and adjacent to creeks, and ensure best management practices for all developments and industries;

OS1.C Coordinate with the California Department of Fish and Game, the Living Rivers Council, the Regional Water Quality Control Board and other federal, state and local regional agencies with regulatory authority for water quality, protected plant and animal species, and streams and wetlands to develop standards and implement a program to restore and maintain creek corridors.

OS1.D Coordinate with the California Department of Fish and Game, the Living Rivers Council and other regional agencies to develop standards and implement a program to restore and maintain creek corridors.

OS1.H Require a biological assessment of any proposed project site where species or the habitat defined as sensitive or special-status by the California Department of Fish and Game, NOAA Fisheries or the U.S. Fish and Wildlife Service might be present. Avoid potential impacts on sensitive resources as part of new development to the maximum extent feasible. Where complete avoidance is not possible, the project applicant must secure any required authorizations from jurisdictional agencies and provide adequate replacement mitigation to ensure there is no net loss in habitat acreage or values.

Provide replacement habitat of like quantity and quality.

Establish setbacks to allow for all new development projects and replanted agricultural land to protect stream function and riparian habitat, while allowing for limited recreational uses; ~~and access of the stream corridor for maintenance and flood control;~~

~~Restrict~~Limit use of herbicides and insecticides associated with aquatic toxicity in areas near and adjacent to creeks, and ensure best environmental management practices for all developments and industries;

OS1.C Coordinate with the California Department of Fish and Game, the Living Rivers Council, the Regional Water Quality Control Board and other federal, state and local regional agencies with regulatory authority for water quality, protected plant and animal species, and streams and wetlands to ~~develop standards and implement a program to~~ restore and maintain creek corridors.

OS1.D Coordinate with the California Department of Fish and Game, the Living Rivers Council and other regional agencies to ~~develop standards and implement a program to~~ restore and maintain creek corridors.

OS1.H Require a biological assessment of any proposed project site where species or the habitat defined as sensitive or special-status by the California Department of Fish and Game, NOAA Fisheries or the U.S. Fish and Wildlife Service might be present. ~~Avoid to~~ eliminate potential impacts on sensitive resources as part of new development. ~~to the maximum extent feasible. Where complete avoidance is not possible, the project applicant must secure any required authorizations from jurisdictional agencies and provide adequate replacement mitigation to ensure there is no net loss in habitat acreage or values.~~

Already mentioned above and implies that removal will be allowed, which is opposite of protecting natural resources.

Open Space

OS1.K Minimize the installation of deer fencing to maintain wildlife corridors and support regional wildlife movement.

OS1.M Discourage removal of trees for agricultural or other development in hillside areas.

OS1.N Encourage local farmers to employ sustainable agricultural practices wherever possible. Ensure that implementation measures contribute positively to the preservation of the creek and its corridor, potential effects on anadromous fish such as steelhead and Chinook salmon are fully addressed, adequate mitigation is provided for any potentially significant impacts, and that any required authorizations from resource agencies is secured prior to any inchannel disturbance. Support agricultural activities that incorporate best management practices related to sustainable agriculture, including participation in local programs such as the Napa Valley Vintners - Napa Green Program and the California Certified Organic Farmers certification program.

OS1.O Conduct a study to determine the most appropriate method for managing and mitigating the build-up of gravel in Sulphur Springs Creek to avoid the risk of flooding. Ensure that implementation measures contribute positively to the preservation of the creek and its corridor.

OS2.1 Maintain agriculture as the mainstay of the local economy by preserving agriculturally-designated lands as an invaluable and irreplaceable open space resource. (Also see the Land Use and Growth Management Element for additional policies and implementing actions relating to agriculture.)

OS2.5 Limit public access to habitat areas when public access will significantly impact the value of the habitat area.

OS1.K Discourage and minimize the installation of deer fencing to maintain wildlife corridors and support regional wildlife movement.

OS1.M Discourage removal of trees for agricultural or other development in hillside areas. **Ensure Woodlands and Watershed restrictions are followed.**

OS1.N Encourage local farmers to employ sustainable agricultural practices wherever possible. **Ensure that implementation measures contribute positively to the preservation of the creek and its corridor, potential effects on anadromous fish such as steelhead and Chinook salmon are fully addressed, adequate mitigation is provided for any potentially significant impacts, and that any required authorizations from resource agencies is secured prior to any inchannel disturbance.** 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.

OS1.O Conduct a study to determine **if the most appropriate method for managing and mitigating the natural** build-up of gravel in Sulphur Springs Creek to avoid the risk of flooding. **Ensure that implementation measures contribute positively to the preservation of the creek and its corridor. will result in a high risk of flooding. Limit development to non-flood risk areas using FEMA's 200 year flood zone at minimum, and help educate existing development to be aware of flood risks and available State and Federal insurance opportunities.**

OS2.1 Maintain agriculture as the mainstay of the local economy by preserving agricultural **-designated** lands as an invaluable and irreplaceable open space resource. (Also see the Land Use and Growth Management Element for additional policies and implementing actions relating to agriculture.)

OS2.5 Limit public access to habitat areas when public access will significantly impact the **value sensitivity** of the habitat area.

Open Space

OS2.B Adopt a land dedication ordinance that requires developers to provide land and improvements, such as trails and revegetation, along both sides of creek corridors as a condition of subdivision approval. The width of dedicated corridors should be established in consultation with the California Department of Fish and Game.

OS2.D Provide for open space opportunities by including passive and active recreation areas within projects as they develop.

OS2.E Explore the possibility of public use of the wastewater treatment plant spray field in the form of trails and passive open space.

OS3.B Prevent water pollution from point and non-point sources, including runoff from agriculture, through implementation of required Best Management Practices in applicable permits, TMDLs, and the Plan for California's Nonpoint Source Pollution Control Program.

OS3.C Minimize stormwater runoff and pollution by encouraging low impact design features, such as pervious parking surfaces, bioswales and filter strips in new development projects. The City should be a model for incorporating low impact design elements as it implements streetscape and landscape improvements. In addition, The City should retrofit the existing public landscape with natural vegetative coverings that can help detain stormwater and reduce pollution attributable to runoff. (Also see the Community Design Element, Topic Area 1)

OS2.B Adopt a land dedication ordinance that requires developers to provide land and improvements, such as trails and re-vegetation, along both sides of water corridors as a condition of subdivision approval for areas adjacent or in the vicinity of St Helena waterways. The width of dedicated corridors should be established in consultation with the California Department of Fish and Game.

OS2.D Provide for open space opportunities by including passive and active public recreation areas within projects as they develop.

OS2.E Explore the possibility of public use or agricultural option of the wastewater treatment plant spray field in the form of trails and passive open space or other agricultural option.

OS3.B Prevent water pollution from point and non-point sources, including runoff from agriculture, through implementation of City adapted required Bbest Mmanagement Practices in applicable permits, TMDLs, and the Plan for California's Nonpoint Source Pollution Control Program. Continue to adopt new and more effective and efficient best practices and programs.

OS3.C Minimize stormwater runoff and pollution by encouraging low impact design features, such as pervious parking surfaces, bioswales and filter strips in new development projects. The City should be a model for incorporating low impact design elements as it implements streetscape and landscape improvements. In addition, The City should retrofit the existing public landscape with natural vegetative coverings or drainage systems that promote infiltration into the ground that can help detain stormwater and reduce pollution attributable to runoff. (Also see the Community Design Element, Topic Area 1)

Open Space

OS3.D Create a program for implementing water conservation efforts for households, businesses, industries, public infrastructure and agricultural activities.

This program should include the following measures:

- Identify building, plumbing and landscaping standards and technologies that conserve water;
- Restrict water usage through metering or establishing designated watering days for the City's residences and businesses;
- Implement standards that require low-flow appliances and fixtures in all new developments; and
- Encourage the use of drought tolerant and native vegetation in landscaping

OS3.E Promote household and business participation in the City's efforts to increase the installation of drought tolerant and native plants in landscaping throughout the City. Potential measures include:

- Launching a citywide publicity program that details water conservation measures for use in local landscaping;
- Creating a City-sponsored demonstration garden that highlights water-wise landscaping and plant selections and sustainable gardening practices; and
- Working with local nurseries to encourage sales of drought tolerant and native plants, and water-wise irrigation systems. (Also see the Public Facilities and Services Element for additional policies and implementing actions relating to water conservation).

OS4.1 Protect and enhance tree resources in developed and undeveloped areas. Efforts may include: adequate maintenance of street trees; requiring replacement trees where existing significant trees cannot be saved; and requiring street trees as a condition of new development.

OS3.D Create/Maintain the City's water management program, a program for implementing water conservation efforts for households, businesses, industries, public infrastructure and agricultural activities. This program could include the following measures:

- Identify building, plumbing and landscaping standards and technologies that conserve water;
- during water shortages
- Restrict water usage through metering or establishing designated watering days for the City's residences and businesses;
- Implement standards that require low-flow appliances and fixtures in all new developments; and
- Encourage and model the use of drought tolerant and native vegetation in landscaping

OS3.E Promote the installation of drought tolerant and native plants in landscaping throughout the City. Potential measures include:

- Launching a citywide publicity program An education program that details water conservation measures for use in local landscaping;
- Creating a City-sponsored demonstration garden that highlights water-wise landscaping and plant selections and sustainable gardening practices; and
- Working with local nurseries to encourage education, demonstration and sales of drought tolerant and native plants, and water-wise irrigation systems. (Also see the Public Facilities and Services Element for additional policies and implementing actions relating to water conservation).
require City parks and properties to be landscaped with drought tolerant native plants that allow for high shade capacity wherever possible, and use water-wise irrigation systems as a model for residents and

OS4.1 Protect and enhance tree resources in developed and undeveloped areas. Efforts may should include: adequate maintenance of street trees; requiring replacement trees where existing significant trees cannot be saved; and requiring street trees as a condition of new development

Open Space

OS4.2 Promote the clean-up of contaminated sites to protect the environment and public well-being.

OS4.3 Promote best management practices to protect soil, groundwater and surface water resources from industrial, agricultural and other uses that produce or dispose of hazardous or toxic substances.

OS4.A Establish an urban forestry program to ensure a coordinated and comprehensive approach to maintaining and increasing the City's trees. Monitor and enforce compliance with program guidelines. Key program aspects will include the following:

(OS4.C1 not included)

OS4.D Create a citywide program for residents, businesses, industries and agricultural uses that provides information on pollution prevention, disposal of hazardous waste and chemicals, liability and clean-up.

OS4.E Create a remediation plan to identify the location and extent of contaminated sites in St. Helena and develop a strategy to encourage property owners to address any necessary clean-up. The plan will include a comprehensive site identification, inventory and prioritization schedule, as well as a strategy for coordinating with State and Federal agencies, as necessary.

OS4.2 Promote **require?** the clean-up of contaminated sites to protect the environment and public well-being.

OS4.3 Promote best management practices. **to Require protect protection** of soil, groundwater and surface water resources from industrial, agricultural and other uses that produce or dispose of hazardous or toxic substances.

OS4.A Establish an urban forestry program to ensure a coordinated and comprehensive approach to maintaining and increasing the City's trees. **Monitor and enforce compliance with program guidelines.** Key program aspects will include the following:

- Appropriate Heritage tree deed restrictions.

OS4.C1 Create City nursery program to enhance native species for preparation and planting throughout the city.

OS4.D Create a citywide **program education opportunity** for residents, businesses, industries and agricultural uses to obtain information on pollution prevention, disposal of hazardous waste and chemicals, liability and clean-up.

OS4.E Create a remediation plan **to identify the location and extent of contaminated sites in St. Helena and develop a strategy to encourage property owners to address any necessary clean-up. which** The plan 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.**

Public Safety

This section of the General Plan available on the City's website is missing. It does not appear.

Implementing Actions

PS5.A Coordinate with the County Flood Control District to ensure that stream channels are routinely cleared of vegetation and debris which could impede stormwater flows, while protecting riparian habitat.

PS5.B Require developers with land adjacent to the Napa River to construct or contribute a fair share toward the construction of necessary flood control improvements.

PS5.C Strengthen and enforce regulations that prohibit the dumping of litter, fill and waste materials into creeks and waterways. Educate the public about flooding and health hazards associated with these activities.

PS5.D Require that sewer and water lines in areas subject to flooding are sited to avoid contamination and flooding when pipelines break.

PS5.E Prohibit the introduction of intensive urban development in designated Flood Hazard Areas.

PS5.F Review Municipal Code Chapter 15.52, Flood Damage Prevention, to ensure that regulations reflect best practices. Periodically update the City's flood hazard regulations in accordance with FEMA/NFIP regulations.

- Implement the requirements of FEMA relating to construction in Special Flood Hazards Areas as illustrated on Flood Insurance Rate Maps.
- Implement low impact development practices for new development and redevelopment projects to reduce storm water peak flow rates and volumes from smaller, more frequently occurring storm events.

Policies

PS6.1 Ensure that City emergency procedures are adequate in the event of potential natural or manmade disasters.

Implementing Actions

PS6.A Maintain and periodically update the City's Emergency Response Plan.

Public Safety

PS6.B Conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

PS6.C Continue to collaborate with regional agencies and neighboring jurisdictions to develop and implement a regional emergency coordination plan and agreement for police, fire and emergency medical services.

The Climate Change Element:

10.2 Combating Climate Change in St. Helena.

Describes key climate change issues in St. Helena (p. 10-3).

10.3 Key Findings and Recommendations.

Identifies key findings and recommendations based on an existing conditions analysis and extensive community outreach (p. 10-8).

St. Helena has joined the International Council for Local Environmental Initiatives (ICLEI) and is currently implementing an ICLEI-sponsored program to reduce greenhouse gas (GHG) emissions from City-controlled sources, with a goal of reducing the City's emissions by over 20 percent in the coming years. The program includes a thorough analysis of the City's GHG inventory, a targeted emission reduction strategy, and an implementation and monitoring process to provide a framework for ongoing reduction efforts.

In coordination with the ICLEI program and the Climate Protection Campaign, the City developed the 2009 City of St. Helena Greenhouse Gas Emissions Reduction Action Plan Analysis Final Report. This report includes a GHG emissions inventory of City-controlled operations and activities. Available data indicate that, in 2000, the City of St. Helena municipal operations emitted 1,007 metric tons of equivalent carbon dioxide (CO₂e). Municipal GHG emissions varied by end-use sector, with water and wastewater operations and employee commutes generating the largest proportions of total emissions. The remainder of the City's GHG emissions included City buildings and streetlights.

Table 10.1 presents 2005 GHG emissions data in metric tons of CO₂e for per capita residential emissions, households and jobs. In 2005, St. Helena's estimated per capita GHG emissions were 1.77 metric tons of CO₂e, and totaled five percent of Napa County's total CO₂ emissions. This figure is higher than any other residential per capita emissions in the County, and also higher than the County per capita average of 1.46 metric tons. In the same year, residential and garden emissions per household were 4.51 metric tons of CO₂e, also totaling five percent of the County total for this category. Commercial/industrial emissions per job totaled 7.97 metric tons of CO₂e, or four percent of the County's total emissions. Targeting climate change policies to reduce individual and household emissions is essential to achieving the City's long-term GHG reduction goals.

10.2 ~~Combating~~ Mitigating and Adapting to Climate Change in St. Helena. Describes key climate change issues in St. Helena (p. 10-3).

10.3 Key Findings and Recommendations. Identifies key findings and recommendations based on ~~an existing~~ the latest conditions analysis and extensive community outreach (p. 10-8).

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In coordination with the ICLEI program and the Climate Protection Campaign, the City developed the 2009 City of St. Helena Greenhouse Gas Emissions Reduction Action Plan Analysis Final Report. In 2012, the City completed This report includes a GHG emissions inventory of City-controlled operations and activities. Available data indicate that, in 2000-2010, the City of St. Helena municipal operations emitted 1,007 metric tons of equivalent carbon dioxide (CO₂e). Municipal GHG emissions. The remainder of the City's GHG emissions included City buildings, vehicle fleet, and streetlights, water transport facilities, and government generated solid waste disposal.

In 2009, St. Helena joined with other Napa County jurisdictions to prepare the Napa Countywide Community Climate Action Framework. The draft, completed in December 2009, provides a consensus based context for further more detailed planning efforts. It outlines a package of 53 actions that, when translated into locally specific programs and projects countywide, will help meet climate protection targets.

Table 10.1 presents 2005 and 2010 GHG emissions data in metric tons of CO₂e for the St. Helena community. In 2005, emissions community-wide emissions totaled 43,831 metric tons CO₂e; in 2010 emissions totaled, 44,008 metric tons CO₂e, a small increase of 0.4 percent. Table 10.1 shows the breakdown of emissions by sector. The largest source of emissions is from the commercial/industrial sector, which contributed 35 percent of total community-wide emissions in 2010, followed by the transportation sector (29 percent), residential sector (25 percent), off-road vehicles and equipment (5 percent), agriculture (3 percent) and waste (2 percent). Emissions were reduced in all sectors except the transportation sector,

Moreover, strengthening policies to improve commercial and industrial building efficiency, encourage vehicle fleet replacement and reduce employee vehicle miles traveled (VMT) can significantly reduce GHG emissions in the City.

The transportation sector is the largest generator of GHG emissions in Napa County, with mobile sources – automobiles and trucks – providing the greatest level of emissions. A 2006 Bay Area Air Quality Management District (BAAQMD) report indicated that approximately 55 percent of GHG emissions in Napa County resulted from mobile source emissions. The high cost of housing in St. Helena has resulted in a largely non-resident workforce, with employees living in neighboring cities and counties and commuting relatively long distances to work. By actively supporting the creation of workforce housing, the City can begin to address the current jobs-housing imbalance and reduce the number of vehicle miles traveled due to long commute distances.

BAAQMD reports that in 2002 stationary emissions and area emission sources, such as emissions resulting from agricultural activities, natural gas distribution and waste disposal sources, accounted for approximately 45 percent of Napa County's GHG emissions. Within this figure, most of the emissions attributable to St. Helena were generated by the residential, commercial and agricultural sectors. Enacting policy provisions to address stationary and area emissions sources as part of a broad climate change effort is essential to meeting the City's long-range climate change goals.

which increased 36 percent. Emissions from the transportation sector are generated by automobiles and trucks travelling on local roads and include pass-through traffic.

per capita residential emissions, households and jobs. In 2005, St. Helena's estimated per capita GHG emissions were 1.77 metric tons of CO₂e, and totaled five percent of Napa County's total CO₂ emissions. This figure is higher than any other residential per capita emissions in the County, and also higher than the County per capita average of 1.46 metric tons. In the same year, residential and garden emissions per household were 4.51 metric tons of CO₂e, also totaling five percent of the County total for this category. Commercial/industrial emissions per job totaled 7.97 metric tons of CO₂e, or four percent of the County's total emissions. Targeting climate change policies to reduce individual and household emissions is essential to achieving the City's long-term GHG reduction goals. Moreover, strengthening policies to improve commercial and industrial building efficiency, encourage vehicle fleet replacement and reduce employee vehicle miles traveled (VMT) can significantly reduce GHG emissions in the City.

The transportation sector is the largest generator of GHG emissions in Napa County, with mobile sources – automobiles and trucks – providing the greatest level of emissions. A 2006 Bay Area Air Quality Management District (BAAQMD) report indicated that approximately 55 percent of GHG emissions in Napa County resulted from mobile source emissions. The high cost of housing in St. Helena has resulted in a largely non-resident workforce, with employees living in neighboring cities and counties and commuting relatively long distances to work. By actively supporting the creation of workforce housing, the City can begin to address the current jobs-housing imbalance and reduce the number of vehicle miles traveled due to long commute distances.

BAAQMD reports that in 2002 stationary emissions and area emission sources, such as emissions resulting from agricultural activities, natural gas distribution and waste disposal sources, accounted for approximately 45 percent of Napa County's GHG emissions. Within this figure, most of the emissions attributable to St. Helena were generated by the residential, commercial and agricultural sectors. Enacting policy provisions to address stationary and area emissions sources as part of a broad climate change effort is essential to meeting the City's long-range climate change goals.

In 2012, the City adopted a GHG reduction target of 20 percent below 2005 levels by the year 2020. This target is consistent with the State's goal to reduce California emissions to 1990 levels by the year 2020. Bay Area Air Quality Management District. 2006. Source Inventory of Bay Area Greenhouse Gas Emissions. San Francisco, CA. Through Assembly Bill 32 and other legislation, the State is implementing measures that will reduce emissions by improving fuel efficiency in

St. Helena is currently implementing a program to reduce greenhouse gas (GHG) emissions from City-controlled sources, sponsored by the International Council for Local Environmental Initiatives (ICLEI). The City's goal is to reduce citywide emissions by over 20 percent in the coming years.

The City of St. Helena municipal operations emitted 1,007 metric tons of equivalent carbon dioxide (CO₂e) during the year 2000. Water and wastewater operations and employee commutes generated the largest proportions of total emissions (43 percent and 28 percent, respectively). City buildings accounted for 21 percent of emissions, and street lights contributed 8 percent of total City-controlled emissions. By implementing measures for future action relating to building and equipment energy efficiency, fuel efficiency, alternative fuel options and alternative energy generation, the City can make strides to meet its GHG reduction goals and be a model for other businesses and institutions seeking to reduce long-term emissions levels.

vehicles, reducing the carbon intensity of transportation fuels, increasing the use of renewable power, and other actions. However, local action is needed to ensure St. Helena meets its reduction target.

Targeting climate change policies to reduce vehicle miles traveled on local roads is essential to achieving the City's long-term GHG reduction goals. Moreover, strengthening policies to improve commercial and residential building efficiency, conserve energy, and eliminate organic waste from landfills can reduce community emissions. Within government operations, improving building efficiency, utilizing renewable energy, and replacing vehicles with more fuel-efficient models can significantly reduce GHG emissions.

In 2009, St. Helena joined with other Napa County jurisdictions to prepare the Napa Countywide Community Climate Action Framework. The Framework, adopted by the Napa County Transportation and Planning Agency in 2010, provides a consensus-based context for further planning efforts by the individual cities and towns. It outlines a suite of ___ actions that, when translated into locally specific programs and projects countywide, will help meet climate protection targets. Many of the implementing actions contained in this Climate Change Element are based on the actions identified in the Framework.

St. Helena is currently implementing a program to reduce greenhouse gas (GHG) emissions from City facilities ~~-controlled sources~~, based on findings in the City of St. Helena Greenhouse Gas Emissions Reduction Action Plan Analysis (Final Report April 22, 2009) sponsored by the International Council for Local Environmental Initiatives (ICLEI). The City's goal is to reduce citywide emissions by ~~over 20 percent in the coming years~~. 15% below 2005 levels by the year 2020 .

The City of St. Helena municipal operations emitted ~~1,007~~, 506 metric tons of equivalent carbon dioxide (CO₂e) during the year ~~2000~~ 2010. Water and wastewater operations and employee commutes generated the largest proportions of total emissions (43-74 percent and 28-9 percent, respectively). Water transport facilities accounted for 6 percent of emissions, followed by buildings accounted for ~~21 percent of emissions~~, (5 per cent) and street lights (1%) and government generated waste (less than 1 percent) ~~contributed 8 percent of total City-controlled emissions~~. By implementing measures for future action relating to building and equipment energy efficiency, fuel efficiency, alternative fuel options and alternative energy generation, the City can make strides to meet its GHG reduction goals and be a model for other businesses and institutions seeking to reduce long-term emissions levels.

The City is in the process of adopting the Napa Countywide Community Climate Action Framework (Draft December 2009) which included an inventory of city-wide emissions from various sources for each of the five cities and the unincorporated

In 2005, St. Helena's estimated per capita GHG emissions were 1.77 metric tons of CO₂e, and totaled five percent of Napa County's total CO₂e emissions. This figure is higher than any other residential per capita emissions in the County, and also higher than the County average of 1.46 metric tons. In the County, St. Helena residential emissions account for the highest proportion of greenhouse gases per household, and industrial and commercial emissions account represent the highest proportion per job.

A 2006 Bay Area Air Quality Management District (BAAQMD) report indicated that approximately 55 percent of GHG emissions in Napa County resulted from mobile source emissions.

St. Helena has commissioned a local Climate Protection Task Force (CPTF) to advise the City Council on steps St. Helena can take to reduce the negative impacts of global warming. At the time of this printing, the CPTF is to create a Climate Action Plan for St. Helena that will complement and support the climate change efforts of neighboring jurisdictions.

TOPIC AREA 1 - TRANSPORTATION, MOBILITY AND LAND USE

area of Napa County. The framework contains 53 consensus-based actions that will guide the collective county to meeting GHG reduction goals. The collaborative process was managed by the Napa County Transportation and Planning Agency.

- The Napa Countywide Community Climate Action Framework will be used as a springboard for preparation and adoption of the City of St. Helena Climate Action Plan which will present city specific goals and actions.

In 2005 2010, St. Helena's estimated per capita GHG emissions were 1.77 metric tons of CO₂e, and totaled five percent of Napa County's total CO₂e emissions. This figure is higher than any other residential per capita emissions in the County, and also higher than the County average of 1.46 metric tons. In the County, St. Helena residential emissions account for the highest proportion of greenhouse gases per household, and industrial and commercial emissions account represent the highest proportion per job.

While commercial and industrial sources represented the greatest share of community-wide emissions in 2010, emissions from these sources decreased 7 percent between 2005 and 2010. On the other hand, transportation emissions, which accounted for the second largest source of emissions in 2010, increased 36 percent. Emissions from residential buildings, off-road vehicles and equipment, agricultural operations, and waste disposal all decreased between 2005 and 2010. These reductions, however, were only enough to compensate for the significant rise in transportation emissions.

A 2006 Bay Area Air Quality Management District (BAAQMD) report indicated that approximately 29 percent of community-wide emissions in St. Helena result from on-road vehicles. 55 percent of GHG emissions in Napa County resulted from mobile source emissions.

St. Helena has commissioned a local Climate Protection Task Force (CPTF) to advise the City Council on steps St. Helena can take to reduce the negative impacts of global warming. At the time of this printing, the CPTF is to create a Climate Action Plan for St. Helena that will complement and support the climate change efforts of neighboring jurisdictions.

The City has adopted a goal to reduce community-wide emissions by 15 percent below 2005 levels by the year 2020, provided that attainment of such a goal is economically feasible and an appropriate use of City resources.

TOPIC AREA 1 - TRANSPORTATION, and MOBILITY AND LAND USE

CC1.1

Promote the City's commitment to urban-centered growth, adopting zoning and design standards to develop mixed-use, "walkable" and "bikeable" neighborhoods. [Draft Napa Countywide Community Climate Action Plan Framework, Action T1]

CC1.2

Promote land use decisions that support the County's goals to maintain and improve the County's overall balance of jobs and housing, by locating jobs and housing in proximity to each other and improving the match between wages and housing cost. [Draft Napa Countywide Community Climate Action Plan Framework, Action T2]

CC1.3

Support transportation planning efforts to optimize fuel efficiency. [Draft Napa Countywide Community Climate Action Plan Framework, Action T7]

CC1.A

Adopt and implement pedestrian and bicycle networks within St. Helena that connect to a countywide multi-use trail that extends from Calistoga to American Canyon. [Draft Napa Countywide Community Climate Action Plan Framework, Action T3]

CC1.B

If feasible maintain and enhance existing express bus, local bus and para-transit services. Support the establishment of a northbound express bus during peak commute hours. Ensure that these services provide opportunities to connect with proposed countywide service improvements, such as a centralized transit center in downtown Napa. [Draft Napa Countywide Community Climate Action Plan Framework, Action T4]

CC1.C

Expand Park and Ride areas and other support facilities to encourage public transportation use, and car and van pooling. [Draft Napa Countywide Community Climate Action Plan Framework, Action T5]

CC1.1

Promote the City's commitment to urban-centered growth, adopting zoning and design standards to develop mixed-use, "walkable" and "bikeable" neighborhoods. [Draft Napa Countywide Community Climate Action Plan Framework, Action T1]

CC1.2

Promote land use decisions that support the County's goals to maintain and improve the County's overall balance of jobs and housing, by locating jobs and housing in proximity to each other and improving the match between wages and housing cost. [Draft Napa Countywide Community Climate Action Plan Framework, Action T2]

CC1.3 2

Support transportation planning efforts to optimize fuel efficiency, and reduce vehicle miles travelled on local roads. [Draft Napa Countywide Community Climate Action Plan Framework, Action T7]

CC1.3 Seek initiatives that provide efficient modes of transportation for visitors and residents.

CC1.A

Adopt and implement pedestrian and bicycle networks within St. Helena that connect to a countywide multi-use trail that extends from Calistoga to American Canyon. [Draft Napa Countywide Community Climate Action Plan Framework, Action T3]

CC1.B

If feasible maintain and enhance existing express bus, local bus and para-transit services. Provide shuttle service between the three upvalley towns. Support the establishment of a northbound express bus during peak commute hours. Ensure that these services provide opportunities to connect with proposed countywide service improvements, such as a centralized transit center in downtown Napa. [Draft Napa Countywide Community Climate Action Plan Framework, Action T4]

CC1.C

Expand Park and Ride areas and other support facilities to encourage public transportation use, and car and van pooling. [Draft Napa Countywide Community Climate Action Plan Framework, Action T5]

CC1.D

Conduct an evaluation of truck and freight rail routes through the City. Based on these findings, develop policies and strategies to improve circulation and neighborhood compatibility issues. [Draft Napa Countywide Community Climate Action Plan Framework, Action T8]

CC1.G

Evaluate parking standards to help reduce vehicle miles traveled. [Draft Napa Countywide Community Climate Action Plan Framework, Action T11]

CC1.

Develop parks and open spaces in support of efforts to create walkable, bikeable mixed-use neighborhoods, especially to complement higher-density land uses.

CC2.H

Adopt design review guidelines and/or form-based codes for new development that require the planting of deciduous shade trees along the south side of parcels in order to improve shade conditions.

CC1.D

~~Conduct an evaluation~~ Evaluate of truck and freight rail routes through the City. Based on these findings, develop policies and strategies to improve circulation and neighborhood compatibility issues. [~~Draft Napa Countywide Community Climate Action Plan Framework, Action T8~~]

CC1.G

Evaluate parking standards to help reduce vehicle miles traveled **by reducing vehicle idling.** [~~Draft Napa Countywide Community Climate Action Plan Framework, Action T11~~]

CC1.

Develop parks and open spaces in support of efforts to create walkable, bikeable mixed-use neighborhoods, especially to complement higher-density land uses **and connect lower-density areas.**

~~CC2.H~~

~~Adopt design review guidelines and/or form-based codes for new development that require the planting of deciduous shade trees along the south side of parcels in order to improve shade conditions.~~

CC2.IH Establish programs that encourage owners to retrofit existing structures to incorporate energy-efficient and “green” building standards. (Also see the Community Design Element, Topic Area: 1)

CC4.5 Promote community gardens to reduce emissions generated in food transportation.

Parks and Rec

The Parks and Recreation Element presents a framework for developing and maintaining a comprehensive system of quality parks, pedestrian and bicycle trails, recreational facilities and programs. It aims to effectively manage the City's parks and recreation programming and to support community members' health, entertainment and high quality of life. Key to these efforts is creating and maintaining a network of bicycle and pedestrian trails that establishes connections from residential neighborhoods to parks, schools, and goods and services.

Network of Parks and Recreation Amenities

A comprehensive parks and recreation system includes parks of various sizes, community gardens, community and recreational facilities, a variety of natural features, and connectors such as paths, trails and green streets.

Park Classification System

This General Plan establishes a parks classification system for St. Helena. The park classification system is composed of three general park types: mini parks, neighborhood parks and community parks (see Table 12.1).

Recreation Facilities and Programs

The City of St. Helena offers an array of recreational programs and services to residents. Programs include youth sports and summer enrichment programs, a middle school teen program and recreational opportunities for adults and seniors. Local community centers, schools, parks and recreation facilities host many of these programs. Key recreational facilities include a newly-constructed skate park, teen center, bocce courts, athletic fields and a community swimming pool.

2.1 Purpose of the Element

The Parks and Recreation Element presents a framework for developing and maintaining a comprehensive system of quality parks, pedestrian and bicycle trails recreational facilities and programs. It aims to effectively manage the City's parks and recreation programming and to support community members' health, entertainment and high quality of life. Key to these efforts is **increasing the overall acreage of useable publicly accessible park space in St. Helena, and** creating and maintaining a network of bicycle and pedestrian trails that establishes connections from residential neighborhoods to parks, schools, and goods and services.

Network of Parks and Recreation Amenities

A comprehensive parks and recreation system includes parks of various sizes, community gardens, **community orchards**, community and recreational facilities, a variety of natural features, and connectors such as paths, trails and green streets.

Park Classification System

This General Plan establishes a parks classification system for St. Helena. The park classification system is composed of three general park types: **parklets**, mini parks, neighborhood parks and community parks (see Table 12.1).

Recreation Facilities and Programs

The City of St. Helena offers an array of recreational programs and services to residents. Programs include youth sports and summer enrichment programs, a middle school teen program and recreational opportunities for adults and seniors. Local community centers, schools, parks and recreation facilities host many of these programs. Key recreational facilities include a newly-constructed skate park, teen center, bocce courts, athletic fields, **a dog park, a community garden, a public vineyard**, and a community swimming pool.

Parks and Rec

12.4 Goals

Provide High-Quality Parks and Recreation Services. St. Helena is dedicated to providing high-quality park facilities and recreation programs that meet the needs of residents of all ages and abilities, while efficiently managing fiscal resources and accommodating community priorities.

PR1.3 Identify park land opportunity sites to ensure that the City can meet or exceed its park land standard of **10.5 acres per 1,000** residents. Locate new parks to ensure that City park facilities are equitably distributed throughout all areas of the City and residents can access them safely and conveniently.

PR1.4 Require either park land dedications, the council may consider in-lieu fees for smaller parks projects, or in-lieu park development fees on all new commercial, industrial and residential developments sufficient to fund citywide park improvements.

PR1.C Identify a variety of funding sources for new parks and park improvements, including in-lieu fees, and regional, state and federal programs, as well as other City funding sources.

PR1.D Acquire additional park land to meet or exceed the City's 10.5 acres of developed park land per 1,000 residents standard.

PR1.E Develop a comprehensive network of bicycle and pedestrian trails that links the City's parks and enhances bicycle and pedestrian connectivity throughout the City and the region.

PR1.F Increase City park land dedication requirements for new developments. Include specific park acreage and use requirements according to the type and scale of new development.

12.4 Goals

Provide High-Quality Parks and Recreation Services. St. Helena is dedicated to providing high-quality park facilities and recreation programs that meet the needs of residents of all ages and abilities, while efficiently managing fiscal resources and accommodating community priorities.

Strive to achieve 10.5 acres of park land per 1000 residents.

PR1.3 Identify park land opportunity sites to ensure that the City can meet or exceed its park land standard of 10.5 acres per 1,000 . Locate new parks to ensure that City park facilities are equitably distributed throughout all areas of the City and residents of all ages can access them safely and conveniently.

PR1.4 Require either park land dedications, the council may consider in-lieu fees for smaller parks projects, or in-lieu park development fees on all new commercial, industrial and residential developments sufficient to fund citywide park improvements and to meet the goal of 10.5 acres of parks per 1000residents. Require civic Improvement fees for commercial and industrial development to be used to either increase or maintain St. Helena's green spaces..

PR1.C Identify a variety of funding sources for new parks and park improvements, including park land dedication, in-lieu fees, and regional, state and federal grant programs, public/private partnerships., public/public partnerships with the SHUSD, Conservation easements for public use,as well as other City funding sources.

PR1.D **Strice to Eencourage the acquisition of** Acquire additional park land to meet or exceed the City's 10.5 acres of developed park land per 1,000 residents standard.

PR1.E Develop a comprehensive network of bicycle and pedestrian trails that links the City's parks and enhances bicycle and pedestrian connectivity throughout the City and the region.

PR1.F **Mandate**Increase City park land dedication requirements for new **infill projects residential**

Parks and Rec

PR2.F Identify community locations that are not within a 10-minute walk of a park or recreation facility. Develop parks in the identified areas to ensure an equitable distribution of parks citywide.

PR4.3 Provide park areas for residents to meet a variety of needs, including: formal, active uses; passive uses that allow for interaction with natural landscapes; and interpretive programs that highlight geomorphology, ecology, cultural resources, agricultural heritage and historic preservation.

PR4.5 Prioritize park acquisitions and improvements that expand and enhance St. Helena's active recreation facilities and programs to accommodate diverse community needs and interests

PR4.A If feasible, cConduct a needs assessment to revise and update the City's recreation program in order to enhance existing programs and/or develop new programs. Update the assessment at least once every five years to determine needed improvements. Incorporate a survey or other formal outreachprocess to gather community input on parks and facility needs.

PR4.B PromoteEstablish design guidelines for the development of parks and recreation facilities. Design parks and recreation facilities that are attractive, safe and easy to maintain. This action may be included in a Parks and Recreation Master Plan.

PR4.H Develop soccer fields, multi-sport facilities and a new community pool to meet citywide athletic needs.

developments. Include specific park acreage and use requirements according to the type, and scale and population and increase of new development.

PR2.F Identify community locations that are not within a 10-minute walk of a park or recreation facility. Develop parks in the identified areas to ensure an equitable distribution of parks citywide.

PR2.G Encourage the development of parklets throughout the City.

PR2.H Encourage the development of linear parks throughout the City.

PR4.3 Provide park areas for residents of all ages to meet a variety of needs, including: formal, active uses; passive uses that allow for interaction with natural landscapes; and interpretive programs that highlight geomorphology, ecology, cultural resources, agricultural heritage and historic preservation.

PR4.5 Prioritize park acquisitions and improvements that expand and enhance St. Helena's active recreation facilities and programs to accommodate diverse community needs and interests – including seminars.

PR4.A If feasible, eConduct a needs assessment to revise and update the City's recreation program in order to enhance existing programs and/or develop new programs. Update the assessment at least once every five years to determine needed improvements. Incorporate a survey or other formal outreach process to gather community input on parks and facility needs.

PR4.B Promote Establish design guidelines for the development of parks and recreation facilities. Design parks and recreation facilities that are attractive, safe and easy to maintain. This action may be included in a Parks and Recreation Master Plan.

PR4.H Encourage the development of Develop soccer fields, multi-sport facilities, open access and a new public community pool to meet citywide athletic needs.

Parks and Rec

PR5.B Require the dedication of land and/or payment of Civic Improvement Fees to be used for parks and recreation purposes as a condition of approval for new development.

PR6.D Obtain easements or title to land along Sulphur Creek, York Creek and the Napa River.

PR5.B Require the dedication of land and/or payment of Civic Improvement Fees to be used for parks and recreation purposes as a condition of approval for new residential development.

PR6.D Endeavor to Obtain easements or title to land along Sulphur Creek,, York Creek and the Napa River.

Arts & Culture
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AC3.A Develop and implement an arts awareness campaign for local arts. Engage local and regional media in generating interest and excitement about the importance of arts to the St. Helena community.

AC4.A Create a St. Helena Arts Committee to oversee art installations, proposals, funding strategies, education and public relations efforts. The Arts Committee can facilitate connections between artists and the business community, and oversee City-sponsored efforts to build public/private partnerships in support of the arts.

AC4.B Develop a sustainable public funding system, such as a percentage allocation of development fees and/or transient occupancy taxes (TOT), to support the City's efforts to promote arts, culture and entertainment. Conduct a survey to identify additional models of public support for artists and arts organizations, and develop a plan to implement appropriate policies. (Also see the Economic Sustainability Element, Topic Area 1)

Encourage the creation of a St. Helena Arts committee to embrace these concepts:

AC3.A Develop and implement an Arts awareness campaign for local arts. Engage local and regional media in generating interest and excitement about the importance of arts to the St. Helena community.

AC4.A Encourage the creation of Create a St. Helena Arts Committee to oversee art installations, proposals, funding strategies, education and public relations efforts. The Arts Committee can facilitate connections between artists and the business community, and oversee City-sponsored efforts to build public/private partnerships in support of the arts.

AC4.B Develop Consider how to create a sustainable public funding system, such as a percentage allocation of development fees and/or transient occupancy taxes (TOT), to support the City's efforts to promote arts, culture and entertainment. Conduct a survey to identify additional models of public support for artists and arts organizations, and develop a plan to implement appropriate policies. (Also see the Economic Sustainability Element, Topic Area 1)

AC4.F Create a simple user-friendly permitting process for artist to display their works.
