

THE CRUX OF THE CONTROVERSY

1. This is the opening paragraph from the [Environmental Impact Report](#) (p.3-25) which is required for the General Plan to be final, done in 2010. The GPUSC is the General Plan Update Sub-Committee. This paragraph is the section just on the Circulation Element (traffic). This is one of the big bones of contention since it allows east side streets to be extended which makes housing on these streets viable and many east side residents do not want housing even though that's where the most available land area is in the City. The State requires each City to designate where it will put its housing. The Town Hall meeting in 2010 was heavily populated with people who lived on the east side. But the survey respondents were people who lived all over town and participated in a City-wide survey made by City paid consultants.

GPUSC MEETING SUMMARY, JUNE 9 and 10, 2010

During the June 9 and 10 meetings, the GPUSC reviewed each of the General Plan elements and made recommendations for changes to be included in the revised draft. GPUSC members were encouraged to bring key points and recommended changes for discussion by the full committee. Below are (1) key decision-making points for each element that the General Plan Team identified based on community input; (2) a list of key GPUSC discussion points for each element; and (3) specific recommended actions for revisions to the Draft General Plan. The following summary is organized by element.

5. Circulation

Key Decision-making Points

A high percentage of [Town Hall meeting participants](#) were in favor of removing all roadway extensions with the exception of the Mitchell to Charter Oak St extension of Oak Street for autos, pedestrians and cyclists.

The majority of [survey respondents](#) were in favor of the proposed circulation improvements with the exception of the potential connections to Mills Lane.

The majority of [survey respondents](#) were in favor of the proposed connection to the Silverado Trail via Adams Street over the connection via Mills Lane or a second bridge at Pope Street.

The majority of [survey respondents](#) were in favor of the proposed extension of Adams Street east to Starr Avenue where it would connect to an extension of Starr Avenue north to Adams Street.

Based on this input do you feel that the proposed roadway extensions should be modified in any way? If so how?

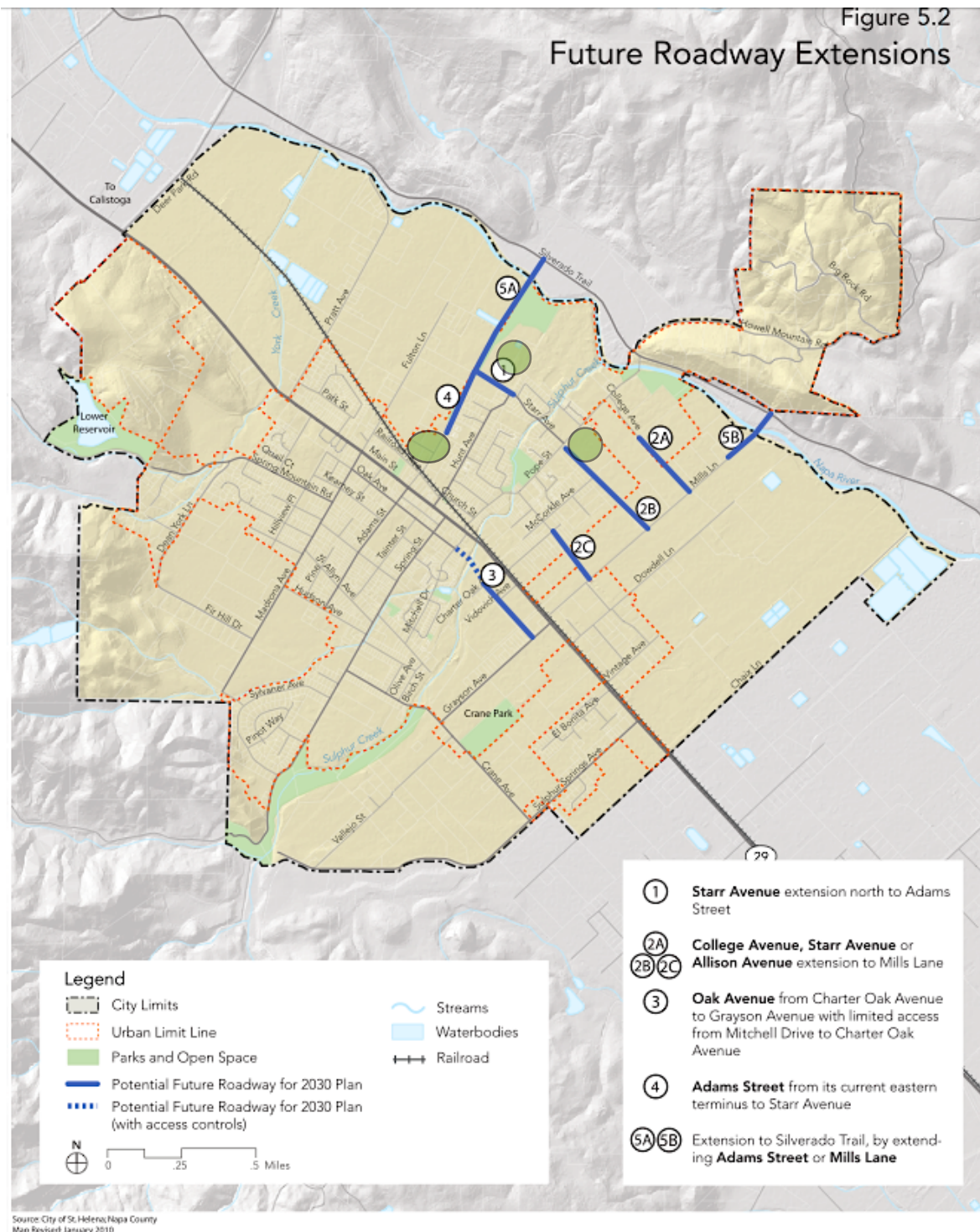
GPUSC Discussion

- Oak Avenue
- Extension to Mills Avenue
- Include scooter language in element
- Prioritize complete street and Safe Routes to Schools.
- CR 4.B must be concurrent with an extension on Starr Avenue.
- Ensure pedestrian access on Main Street/SR 29

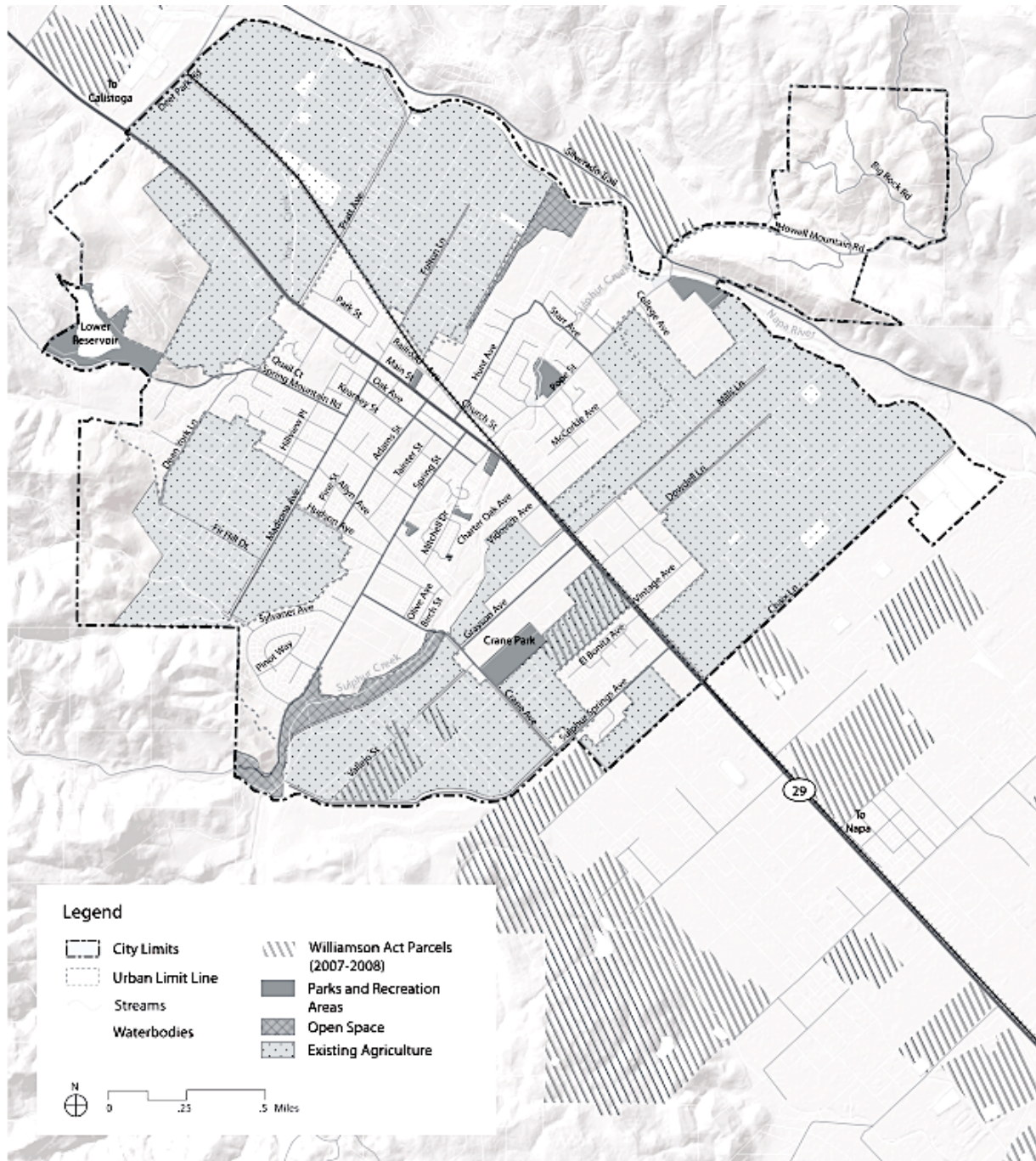
Action: Oak Avenue – remove emergency vehicle and add “scooters” and “with the intention to build/allow automobile access.”

Action Mills Extension – Change title to include “Alternatives” or “Study Areas.”

2. As the the Element states, most people in town wanted the east side streets to be extended. Therefore the GPUSC did not change their recommendation that the streets be extended. (see history of that below) That prompted the present on-going controversy which has resulted in many east side residents gaining City offices, contesting the Hunter project further down on Adams St., delaying and changing the General Plan to prohibit extensions and vetoing the housing proposals for Adams (near Library) and Pope St. properties. Here is a map of the extensions. The green circles are housing proposals that have been considered. The Pope St. property has since been sold privately. The City rejected all proposals for Adams St. near the Library so Hunter is the sole applicant now.



3. This is a map of all the technically “green space” -- ag, etc. that is within the City Limits. St. Helena is fortunate to have lots of greenery within the City Limits. The Urban Limit Line is where the City cannot build out without a General Plan Amendment, so that means Adams St. one of the few places left left on which to put housing near transit as the State requires. That’s part of AB32, the Climate Change Law in Calif. It’s called Smart Growth.



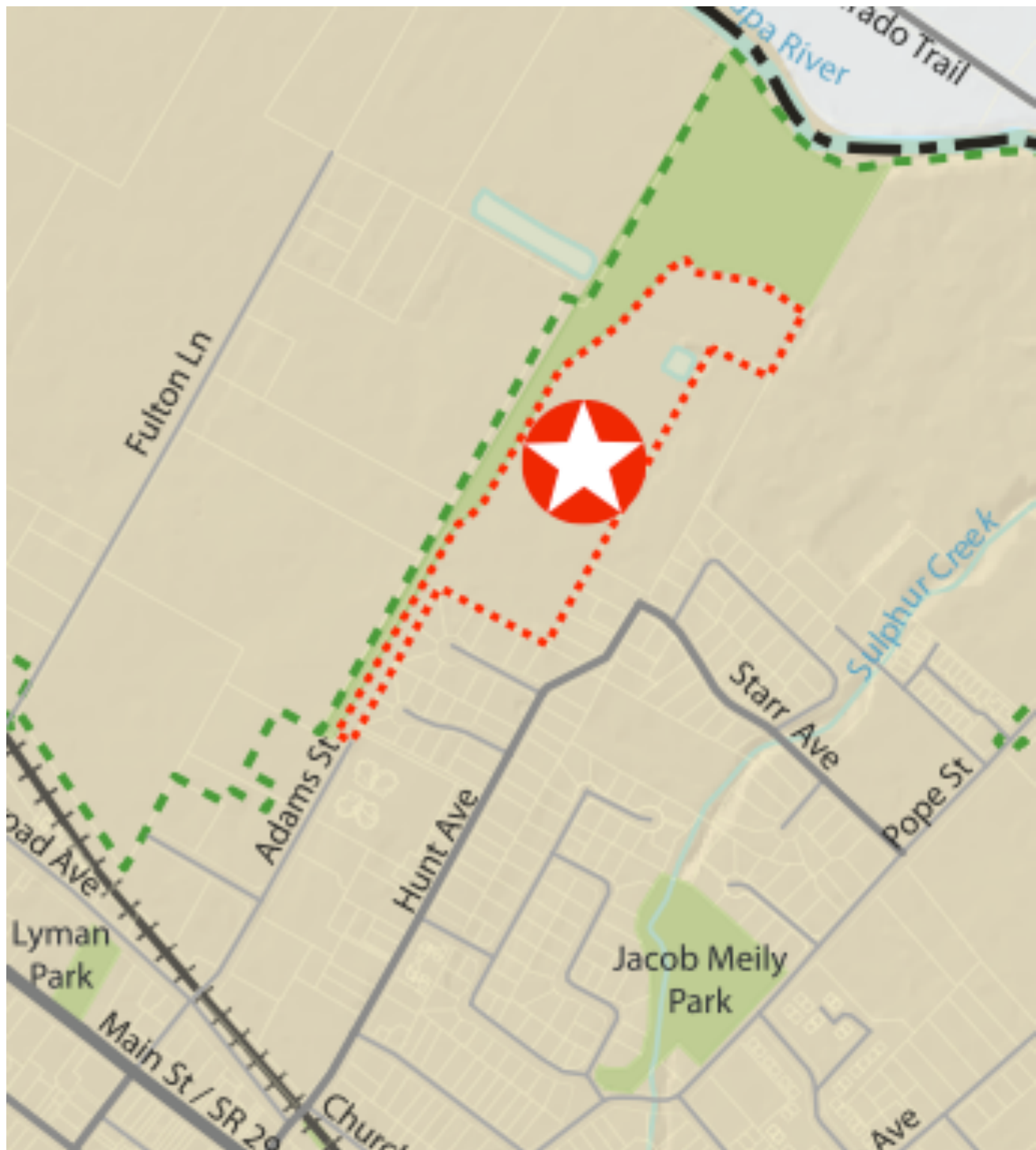
SOURCE: City of St. Helena and Napa County 2008

St. Helena General Plan Update EIR . 210147

Figure 4.B-1
Existing Williamson Act Contracts in St. Helena

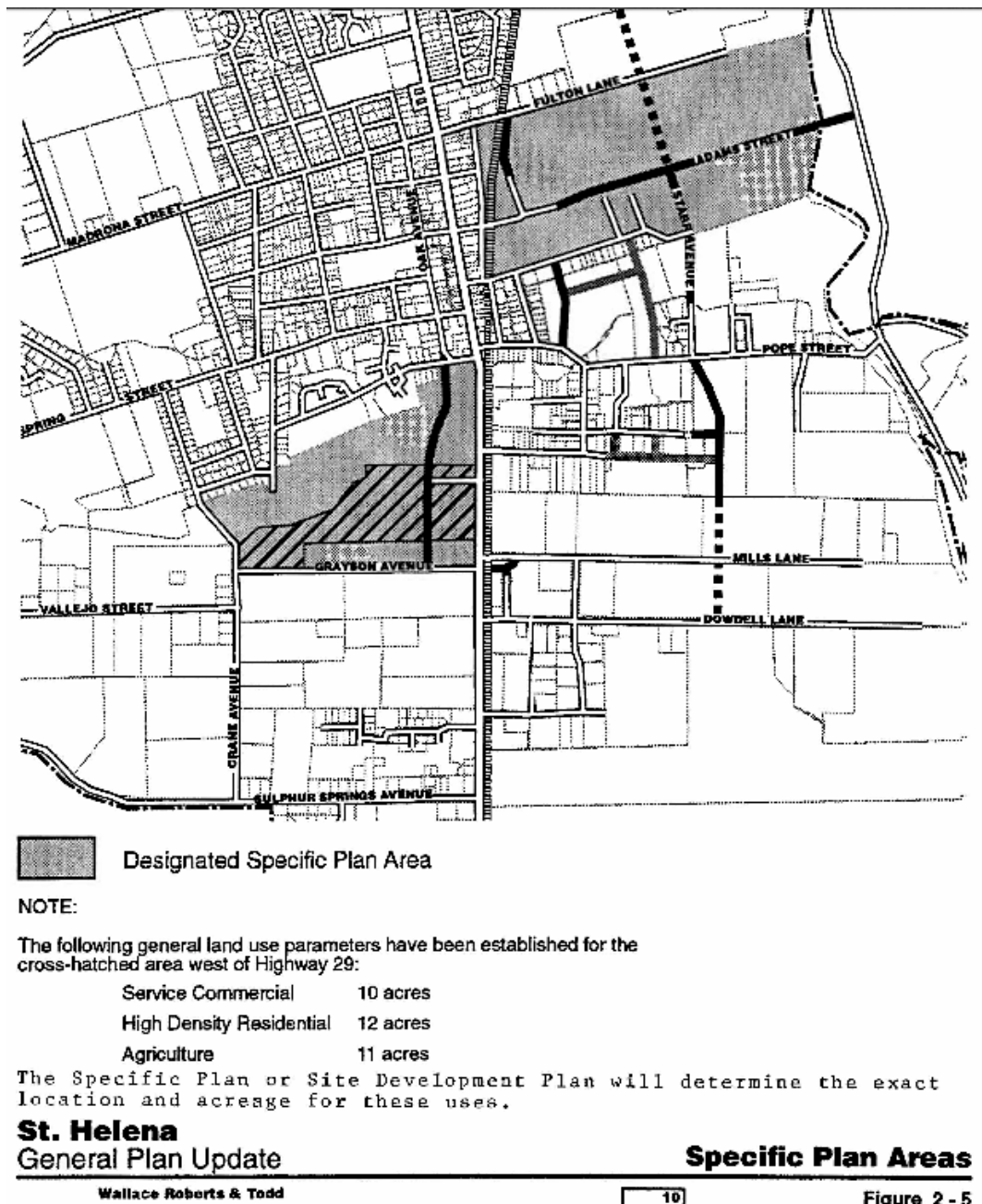
4. Since it is now State Policy to have housing near transit to reduce auto use, for us, that means near Hwy. 29. And every city has to prove to the State every 8 years that they are taking on their share of new populations. They are very tough about this and our proof is due this June.

Here is a close-up of [where the Hunter property is](#). Apparently, he used to own land that was in the Flood Plain (FP) but when the City wanted to build a levee to protect Vineyard Valley, they had to buy land that they could not afford in the FP to build the levee so they traded land that they had that was not in the FP for land that he had in the FP. So that meant that he would have a place to put housing. That's what he wants to do, [see his case](#), scroll to page 3-152 in the EIR document.



5. Just a bit of history, the GPUSC did not invent the idea of new housing on the east side. Here is a [map of the 1993 General Plan](#) showing where housing should go. It shows the extension of Adams St. to Silverado and Starr to Fulton. The 1993 planners, not the 2010 planners, decided that is where the next logical place for new houses would be. That is why the Signorelli houses are there (which are the homes of many of the present east side opposition!). And that is why the GPU is called the General Plan "UPDATE" -- the idea was not to change the layout so as to actually *limit* growth. The irony of it all.

The east siders, many now in office, want to rezone the Hunter property to be open space. They want no extension of Adams to Silverado or Starr to Fulton. But, in general, the community at large has been accepting and supportive of the 1993 plan for 20 years.



So there you have it, the Crux of the Controversy.