



ELEMENT	COMMENT	AUTHOR	DATE	METHOD RECEIVED
INTRODUCTION				
	<p>Section 1.4, Overall Vision, That's it? Bullet Points, written in the subjunctive future tense, for St. Helena's Vision of its future? This General Plan needs to start with a narrative of its vision of the future as the 1993 G.P. does in Section 1.1, "Guiding Principles for St. Helena's Future." This can't be written by a consultant from Berkeley. It must be written by people who have lived here, understand the community and have been involved in the process. People from the community, if not the Update Committee should write this narrative. I'd be glad to assist in doing so.</p>	Jerry Hyde	May	Letter/Email
	Would like to see a clear statement of the vision of SH in 2030.	Ann Nevero	May	Comment Card
LAND USE				
	<p>p. 2 – 8 Residential Areas: We support this concept, "Higher density, infill development can expand housing options citywide and create mixed-use areas with retail in the heart of the City."</p>	St. Helena Chamber of Commerce	May-10	Written letter
	<p>p. 2 – 10 Commercial and Mixed-Use Areas: We support the notion of mixed use development in general in our commercial areas but agree specifically that it is appropriate in the central business district. "In the City's historic Central Business District, a small amount higher-density, mixed-use development that is context appropriate can expand housing options while also supporting additional retail and commercial services" states this position well.</p>	"	"	"
	<p>p. 2 – 11 Central Business: We support these as guidelines for managing space in the CBD, i.e. emphasize walkability, pedestrian-orientation, and simultaneously encourage service businesses to locate on the 2nd Floor. Encourage not stipulate is our preference. "Typical CB uses include offices, restaurants, specialty retail and lodging, with particular emphasis on pedestrian-oriented retail and service uses on the ground floor level, and offices located on upper floors."</p>	"	"	"
	<p>2 – 20 General Plan Change Areas: We support points 1, 2, 3, 4, 5, 6, and 7. We particularly support #6 for the desirability of locating a hotel in this location and have previously indicated our support of hotel development there. Again, we support the mixed use designation in the commercial, areas of town in general.</p>	"	"	"
	2 – 26 Goals (2.4) are all excellent and we support.	"	"	"
	<p>2 – 29 Growth Management: LU1.4 We agree that encouraging in-fill development and higher densities within currently developed areas wherever possible represents planning at its best. LU1.7 The chamber has strenuously suggested the development of the Adams Street parcel, the completion of the proposed parking on Adams Street and etc.</p>	"	"	"

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LAND USE				
	2 – 30 Implementing Actions: CBD: As above, we strongly agree with rezoning to Mixed-use designation for the CB and Service Commercial areas.	St. Helena Chamber of Commerce	May-10	Written letter
	2 – 34 Commercial District Policies: We are delighted to see the balanced mix of proposed uses, the preservation of the town's historical character, and the intermingling of hospitality, hotels, shops, etc reflected in this section.	"	"	"
	2 – 35 Commercial District Policies: LU3.9 "In Mixed-Use, Service Commercial and Central districts encourage residential and office uses in upper-story locations or locations along the periphery of the retail district." Again as above, we like encouraging businesses rather than stipulating to businesses. The market will out, as we all know.	"	"	"
	Rezoning any portion of our parcel would be An extreme hardship. We suggest Change Area #1 be zoned completley as Mixed Use	Jean Nicholson/Virginia Toogood/Owners of Change Area #1	June	Letter
	The preliminary draft is excellent. It is importatnt to retain St Helena's character but not at the expense of suffocating the community. Entreprenuership should be encouraged - witness Cheers! And the cameo. Residential growth should be encouraed w/in the ULL but the ULL should be flexible for the benefit of the community if approved by the Council.	MaryLou Peterson	May	Comment Card
	The residents in this town, in the majority, oppose growth. I support the mayor's idea of having the tax payers vote on the decisions that reflect the majority of the tax payers.	Anonymous		Comment Card
	Leave Ag land alone. Land use in St Helena is way beyond what it should be. The small town feeling is gone to traffic, housing, and industrial use already.	Darryl Cameron	April	Comment Card
	We need to preserve Ag land.	Anonymous	March	Comment Card
	I believe that the boundaries for or existing growth are adequate for the new 2030 General Plan. We need to be proactive in our decision making policies and not reactive.	Rodney Friedrich	April	Comment Card
	The encouragement of high density housing in areas close to the center of the city, planning for choise for current and future residents, and encouraging subdivision of large parcels are all good principles.I think projecting the ULL is important. Market rate housing should be limited but the current inventory should not be eliminated. This would make projects like Mercy impossible to be built. I agree with all of the change areas. It is a good idea to focus growth inward at appropriate infill sites. That said some incentives will need to b provided to ensure that property owners take advantage of these opportunities.You need to stick to the principles in this section and not be disuaded by people fearful of any change.	Pat Dell	April	Comment Card

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LAND USE				
	Remove rollover of market rate units as suggested by Council members Sklar and Schoch, and use a cap of RHNA for all building in SH to ensure there is growth management - otherwise, there is no limit in the GMS for non-market rate housing - "no limit" is not "growth management".	Ann Nevero	May	Comment Card
	Why are some of the parcels adjacent to Sulphur Creek still zoned as Industrial?	Peter Mennen	April	Comment Card
	<p>Page 2-11, Service Commercial (SC) vs. Retail, Page 2-37, Prohibiting Retail Commercial. In my view, the SC and CB districts have had an essentially "anything goes" approach to allowing a business entity. In reality, there is little difference between what is currently given a use permit in the SC district and the CB district. The intent of the 1993 General Plan and, I believe, for the SC district was that businesses in SC areas not be primarily retail, and that retail only be an ancillary or supportive aspect of the business. I don't see any of this articulated in this new draft. It was always the intention that the service commercial district south of the bridge not be "retail."</p> <ul style="list-style-type: none"> • Add to the SC description that business shall not have retail as its primary use, that retail shall be ancillary to the primary use. • Add the above policy to the SC district zoning ordinance. • Add to Implementing Action LU3.G (pg. 2-37) to prohibit retail commercial uses in commercial districts south of the Main Street bridge. 	Jerry Hyde	May	Letter/Email
	Land Use Change Areas, Mixed-Use vs. Service Commercial, Items 5 & 6, pg. 2-20. In my view, it is a mistake to change the Service Commercial (SC) areas south of the bridge to Mixed-Use as long as it permits additional "retail." Allowing retail in this area essentially decommissions the much needed, resident-serving SC use in a location which is physically close to the central part of town including many residential neighborhoods. Why not consider medium density housing within SC areas, which then embraces the basic concept of housing with commercial uses. The two locations in question provide SC services within walking or cycling distance to town. This access will be enhanced in the future by access over Sulphur Creek through the extension of Oak Avenue. By changing from SC to essentially "retail," we are simply adding more tourist and transient serving businesses, with housing, but at the cost of losing valuable SC space serving residents, which is close to town. The city's policy has always been to keep "retail" in the CB district, and at the same time provide commercial services in the nearby SC district.	"	"	"
	Otherwise, the remaining SC areas are far down Hwy 29. So, I think that taking away this much needed SC land use is a mistake. I believe that the people who voted for MU in these two areas, were voting for the housing, but didn't think-out the change over from SC businesses to "retail" businesses. We all know that "retail" here in St. Helena essentially means tourist-serving, with products that most residents aren't interested in, or can't afford. Consider, then, keeping the SC district with a housing overlay. It's the best commercial use of the land in terms of serving the residents, and residents have a right to be served by their commercial districts don't they?	"	"	"

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LAND USE				
	<p>Page 2-11, Commercial Use descriptions. The 1993 General Plan says that the residents of St. Helena have the right to be served by their commercial districts. This would presume that the commercial districts provide anything that the majority of residents either want or can afford. The Draft description of the MU, CB and SC districts says nothing about affordability or serving residents.</p> <ul style="list-style-type: none"> • Adopt a policy that says that the primary function of the Commercial and Mixed-Use Districts is to serve the residents of St. Helena and the surrounding service area. • Adopt a policy which requires zoning which will encourage businesses which provide affordable needs and necessities required by community residents. 	Jerry Hyde	May	Letter/Email
	<p>LU2.6, LU2.7, Infill Development. While I couldn't find the word "infill" in this section, this is essentially what these policies are talking about. The catchall term in LU2.7 "among other considerations," must be better articulated. For one thing, to have a "one size fits all" zoning ordinance which covers infill would be a mistake, since each local environment is unique. At the least, I recommend you add to this policy "as long as site specific conditions are taken into consideration." Further, the policy should mandate that the development standards in the zoning ordinance which governs "infill" must take into account each site's specific environmental conditions.</p>	"	"	"
	<p>LU2.2 (pg.2-32) and HE1.5 (pg.11-13), Housing Design Issues. Policy LU2.2, calls for residential design to be consistent with the older neighborhood. Policy HE1.5, however, says to "encourage innovative housing types and designs," which is in contrast to neighborhood consistency. Either take out HE1.5, or amend it to say "only when consistent with the older houses in the neighborhood per LU2.2." There are numerous homes built in St. Helena within the past ten years or so which may be considered to be "innovative" or different, but which are completely incompatible with their surroundings, neighborhood, and/or community. Further, the picture of the modern house on pg. 11-13 is completely out of character with the other houses in its neighborhood, and is a bad example for this policy. I believe that this house is not an example of what "The St. Helena community values" especially in the neighborhood in which it sits. This photo and caption should be removed, and replaced with something more appropriate.</p>	"	"	"

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ECONOMIC SUSTAINABILITY				
	3.1 Purpose of the Element (p. 3-2): We applaud this beginning section and express our particular satisfaction with the following sentence, “ By building on and protecting St. Helena’s authentic small-town character, the Economic Sustainability Element establishes a path to enhancing the quality of life while also recognizing the role of visitors in the local economy.” Bravo!	St. Helena Chamber of Commerce	May-10	Written letter
	3.2 Economic Sustainability in St. Helena, last bullet (p. 3-4): we dispute the “lack of available water supply” in the last sentence and suggest the phrase be omitted or amended to read “constrained water capacity”. If included, we would like to see the “lack of available water supply” proven before assumed as a planning limitation.	”	”	”
	3.3 Key Findings and Recommendations, at top (p. 3-6): Agree strongly and emphatically with the assumptions and assertions in this paragraph. Thank-you for this balanced and careful analysis.	”	”	”
	3.3 cont’d., second bullet, (p. 3-7): While we understand the interest in providing practical guidelines to apply to new businesses and the commitment to a diverse downtown area, we see several barriers to implementing these sorts of controls. First, the current economic climate is the worst one in which to introduce any additional barriers to businesses interested in locating here. Second, we think the market will out. In other words, we think the city may be overestimating its ability to control the marketplace. And finally, existing zoning requirements already stipulate what is/is not permissible in St. Helena. Why institute more controls and gate-keeping when we have empty storefronts? We are opposed to micromanaging permitting. In general, we oppose additional permitting restrictions.	”	”	”
	We fail to see the rationale behind prohibiting first floor real estate offices in the CBD. These offices serve the local population by giving the best possible exposure to the homes they have listed for sale.	”	”	”
	We fail to see the rationale behind prohibiting first floor real estate offices in the CBD. These offices serve the local population by giving the best possible exposure to the homes they have listed for sale.	”	”	”
	3.4. Goals, (p. 3-9): We support, endorse, and share these Goals.	”	”	”
	3.5 Policies and Implementing Actions, under Policies ES1.5 (p. 3-11): We like the beginning of the sentence “Encourage commercial uses that provide basic everyday shopping and services for residents ...” We would add the following, “ but not at the exclusion of visitor-serving retail.”	”	”	”
	3.5 (cont’d.) Implementing Actions ES1.D (p. 3-12) The Chamber will support the establishment of a BID in the downtown area if the affected businesses agree to support the BID.	”	”	”
	3.5 (cont’d.) ES1.E (p. 3-12) We oppose. See p.3-7 above for rationale.	”	”	”

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ECONOMIC SUSTAINABILITY				
	3.5 (cont'd.) Policies ES2.3 (Alt.) (p. 3-13) We do not support Alt. 1, 2, 3, or 4. We support removing all caps from hotels and restaurants. We agree with prohibiting formula restaurants. We would like more information about the B&B cap and rationale behind it. In general, we support clear, consistent, and predictable permitting guidelines.	St. Helena Chamber of Commerce	May-10	Written letter
	Implementing Actions ES2.B Alternate 1 (p. 3-15) Remove first sentence beginning with "Establish clear, transparent...". Retain "Create an Economic Sustainability... ES2.C (p. 3-15): We approve and support. ES2.D (p. 3-15) We approve and support.	"	"	"
	Policies (cont'd.) (p. 3-16): The introductory paragraph is wonderful and posits a worthy goal for St. Helena. We applaud all efforts at consistency, streamlining, transparency, and predictability in city government. The policies listed in this section are good.	"	"	"
	However, under Implementing Actions (p. 3-17) we oppose most design review for a variety of reasons. Chief among them is that consensus on design criteria is difficult to achieve. We do think that guidelines can and should be applied for the following: business and residential water usage including landscaping installations; building height; and preservation of our historical landmarks.	"	"	"
	Good Element. Let's start w/public restrooms downtown! We need to work on what needs to be capped and what does not.	MaryLou Peterson	May	Comment Card
	Enforce more traffic & pedestrian violations to make more \$ for the city. Enforce B&B taxes.	Darryl Cameron	April	Comment Card
	Instead of specifically dictating the types of uses and businesses in our commercial areas, we need to allow for diversification. (An example would simply be to state that all new business along First Floor areas of Main Street should provide some type of economic income level to the City which in turn benefits everyone who lives in St. Helena instead of specifically listing the types of businesses which are excluded or allowed. If a Real Estate office wants first floor Main Street space, then they will find a way to pay some type of fee based on sales to the City.)	Rodney Friedrich	April	Comment Card

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PUBLIC FACILITIES & SERVICES				
	<p>4 – 14&15 Key Findings and Recommendations: Water</p> <p>We note, “St. Helena has one of the highest per capital water consumption rates in Napa County, ” and we applaud the reasoning that goes on to say that the burden of conservation should fall equally on business and residents alike.</p> <p>We encourage the city to restrict the use of water in landscaping all new residential and commercial developments by encouraging drought-resistant landscaping. Leaks should be repaired in all water delivery systems.</p> <p>Likewise, we encourage the city to lead community efforts to conserve water.</p>	St. Helena Chamber of Commerce	May-09	Written letter
	4 - 21 We heartily support sections PF1.B and PF1.D	"	"	"
	I think we should revisit the concept of tourism since it is an excellent source of revenue to St Helena.	Millicent Horne	1-Apr	Written letter
	open up regulations regarding special events at wineriesand allow them to act as B&Bs	"	"	"
	Look forward to the work that the infrastructure committee is preparing. What is being done to address flooding in Sulpher Creek? What can be built in the floodplain after the Flood project is certified by FEMA?	MaryLou Peterson	May	Comment Card
	Our services are good	Anonymous	March	Comment Card
	<p>We need to make the land where the existing Bank of America is our primary area for parking. Using the flat area for now and plan a multi-story parking structure for long term needs.</p> <p>Bank of America should be given either 1). Other land in which to build a bank or 2.) Allow a new structure on the street side of the new parking garage and incorporate the new space into the front of the parking structure.</p>	Rodney Friedrich	April	Comment Card
	<p>How will an adequate water source be ensured to support the permanent housing and business growth proposed in the GP? Does the GP address the future water supply's impact on the Wine/Agriculture industry, which in turn is so vital to local economy and jobs?</p> <p>Are the additional personal restrictions adequately addressed in the City vision?</p> <p>Is it appropriate to plan to impose water restrictions and increase costs for residents, but allow wells to be drilled which use unregulated amounts of St Helena shared groundwater at no cost?</p>	Ann Nevero	May	Comment Card
	What is being done about city runoff entering Sulphur Creek?	Peter Mennen	April	Comment Card

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	We support local and regional efforts towards developing sustainable transportation. And we support all efforts to increase connectivity, reduce congestion, and enhance public safety. One of the keys to reducing congestion is to improve the jobs/housing imbalance.	St Helena Chamber of Commerce	May-10	Letter
	5 - 19 Proposed street network. We support north-south and east-west connectivity within town to ease in-town traffic. We support the development of a local shuttle/van service.	"	"	"
	5 - 20 We support the development of all alternative modes of transportation: pedestrian and bike friendly walkways, trails, zones, and stations. We support the current countywide effort on behalf of a Vine Trail bike path. We support local and regional efforts to provide mass transit options such as express buses, park and ride lots, and ferry and airport shuttles. We encourage the City of St. Helena to continue discussions with the Wine Train about all possible opportunities to utilize this important community resource for transportation of all sorts around the valley.	"	"	"
	5 - 29 CR1.7-11. We heartily support all these policies.	"	"	"
	5 - 31 CR1.B & CR1.G. All good.	"	"	"
	5 - 37: 5 - 39 Topic Areas 2 and 3 – agree completely.	"	"	"
	I generally agree that it'd be nice to have a few north/south and east/west ways for us locals to get around.	Ric Henry	May-10	email
	I would like to get to the Central Valley Hardware area without having to turn left from Charter Oak and then left into their street. Most trips, I could ride my bike if I didn't have to do all those left turns and keep crossing traffic. In that section of town is my business printer, my accountant, my tire guy, the hardware store, and gkids pediatrician, and I stop at Abreu's to deliver wine. So I have a lot of stops there. I've also, unfortunately, have had to visit Carl's Autobody more than I wanted to. So I would like to access this part of town.	"	"	"
	I wouldn't want Allison to be the only street that connects. Allison and Valley View are already the fastest shortcuts in town. People go 25 mph on Pope St, then turn onto Allison and get up to 50 by Brown St. If Allison were the only access, then we'd become a bottleneck. Only multiple access streets would help to prevent this.	"	"	"
	My office is 639 Main St. It'd be great to get into town without having to turn left on Main St. So the Oak St. connection would be good for me.	"	"	"
	We do need some east exit to the Trail. The Pope Street bridge is a bottleneck. My mother is 88 and lives a block from me. She always goes on Main in order to avoid the bridge. I'm not sure if Adams is a good place to access the Trail as it would be an elevated road thru the vineyard and would block the views from those homes there. I just think that a better bridge would be nice. It'd be nice to have the bridge as a walking/biking bridge.	"	"	"

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	I object to the extension of Allison to Mills. This would increase traffic on Pope and the Pope St Bridge. Specifically it would make the Allison/Pope intersection more dangerous.	Carlene Mennen	March	Letter
	I object to the extension of Adams to the Silverado Trail. I am certain this would encourage massive development.	"	"	"
	Proposed roads or extensions should take into account the removal of vineyards and existing houses and the destruction of neighborhood character. If there is a viable alternative that alternative should be considered first.	Rob Fanucci	May	Letter
	Allison Ave extension has all 3 of the above impacts and should be removed from consideration.	"	"	"
	Circulation in the industrial district could be improved by installing a signal at the Grayson/Mills/HWY 29 intersection.	"	"	"
	Mills could connect to Dowdell via a frontage road along Hwy 29. This in addition to the above and the proposed extension of Oak to Grayson would greatly improve circulation in the industrial district.	"	"	"
	The need for the Allison extension needs to be analyzed. I would guess that the need is not even close to the justify such an extension.	"	"	"
	I don't think it is prudent or necessary to redirect traffic from Main St to our neighborhoods.	"	"	"
	Transportation planners are hired to create the most comprehensive plan possible. I am not sure this is what St Helena needs. Consultants should rank extensions based on impacts to the community.	"	"	"
	My neighbor is concerned that the city will be taking her house in an effort to construct the Allison extension.	"	"	"
	Massive residential developments should be held at bay in order to avoid circulation issues.	"	"	"
	St Helena should be guided by the will of the people not by consultants who plan for the maximum buildout of the city.	"	"	"
	The development of pedestrian and bike trails and an emphasis on local bus transit and hotel shuttles are all important. We should integrate the Napa Valley Vine Trail into a car-free tourism and place parking lots north and south of town. Most important - we must the east side streets. Especially Starr from Adams to Mills and Starr or Mills to the Silverado Trail. These extensions will greatly benefit locals not tourists.	MaryLou Peterson	May	Comment Card
	Mills is in extremely bad condition, it is narrow, merging w/school traffic is dangerous, developing roads = developing houses, developing roads will result in the loss of farmland.	Dale & Cynthia Brown	March	Comment Card
	Mills has no city services.	"	"	"
	St Helena should have a by-pass highway from Zinfandel to Deer Park.	Darryl Cameron	April	Comment Card
	We should not build roads or extend them until they are needed. Enighborhoods will be ruined by major increased traffic.	Anonymous	March	Comment Card

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	<p>1. Throughout the element there are discussions of speeding on residential streets and high traffic streets. The GPUSC should identify these high traffic streets mapping them as they do street connections and bike routes. Past traffic studies have been performed, city council has identified them multiple times, and the police department is well aware of these streets and local routes. Consistent with other circulation elements (street connections, bike paths, and walking paths), the Circulation Element should identify and include a map of such designated streets.</p>	Economic Outlook Study Group	April	Letter
	<p>2. In conjunction with high traffic streets identified above and bike routes currently included within the Circulation Element, the GPUSC should develop and detail the “calming measures” to be considered for each of these high traffic streets as well as new street connections. Traffic committees have been created by our city council and our police department over the last 20 years only to do nothing about it. We have hired consultants, held public meetings, and discussed numerous calming measures with no follow through. The Circulation Element must provide the framework and the plan for this follow through with details on a street by street basis.</p>	"	"	"
	<p>3. Numerous sections discuss and support the need for intra-city bus routes. Those necessary and important intra-city bus routes should be identified at this time while all our attention is focused on this subject. Without reviewing, discussing, and developing intra-city bus routes, many folks will not appreciate the benefits of such a system. Bus routes should be developed and mapped with the perspective of the proposed bikeways, walking paths, and street connections planned within our general plan update. By establishing bus routes now, the GPUSC will be better able to explain the benefits of the street connections central to any future intra-city bus system that efficiently provides routes not stuck in north/south Highway 29 traffic. Our development of an intra-city bus system should not wait and should not depend on the NCTPA. It should consider current Vine bus stop locations.</p>	"	"	"
	<p>4. We support street connections to improve all forms of transportation connectivity throughout town. These connections (not extensions; we are really just connecting different parts of town together) benefit police and fire safety. As they disburse traffic patterns over more streets thereby reducing traffic volumes on current high traffic streets, they allow for moderate traffic volumes in other areas of town. Disbursing traffic will reduce traffic on many sub standard streets. When designed correctly they provide safe bike and pedestrian routes (as alternatives to motorized vehicles) and allow for the development of efficient and beneficial intra-city bus routes. Green house gas reduction is an important component of the Circulation Element and is important to St Helenans. The planning and eventual completion of proposed street connections along with bike and pedestrian routes will have significant impacts on reducing locally generated green house gases. Street connections are an improvement for the great majority of St. Helenans.</p>	"	"	"

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	5. With a view to our long term future while providing maximum flexibility including emergency vehicle access, we strongly request the GPUSC not restrict the proposed infrastructure of the Oak Avenue connection to bicycle and pedestrian only. Planning for a bridge that can support standard traffic will allow the City to meet current goals and maintain maximum flexibility for a future we can not predict.	Economic Outlook Study Group	April	Letter
	Oak Avenue should be built for full vehicle use whether used now or not. It should always be used for pedestrian, bicycle and emergency vehicles. If at a later date the public decides to open it for full vehicle use, the bridge will be complete and only need to remove the vehicle barriers. Pope Street needs to bring back the realignment of the Napa River Bridge. The old bridge should be made into a public park where pedestrians and bicyclist can use it. Adams Street should be eliminated from going to Silverado Trail	Rodney Friedrich	April	Comment Card
	Page 5-19 #2. "concurrent w/any potential future extension of Adams to the Silverado Trail" - "and/or the development of the Adams St property" should be added to this sentence.	Grance Kistner	April	Letter
	Page 5-19 #3. Should read " Extension of Mills by extending Starr. College and Allison should not be considered. College ave will be full of kids and Allison is just a zig zag and dangerous.	"	"	"
	Page 5-19 #2 & #3 should intergral to the plan. The east side residents of which I am one should have the same opportunity to travel from the south end of town to the north end or vise versa without having to get on to Hwy 29/main St. Starr is a residential area and should be restricted to cars and traffic calming methods should be employed to prevent hig speeds and large truck traffic use.	"	"	"
	My preference is to extend Adams to the Silverado Trail. The terminus should align w/the entrance to Meadowood. The Pope St bridge should be one way - easterly or existing town.	"	"	"
	Page 5-20. Wheelchairs and electric scooters should be considered when planning and implementing this element. This whole section is lengthy and should not be the entire focus of this element.	Grance Kistner	April	Letter
	Page 5-43. Land should be designated on both ends of town to provide for parking lots. A shuttle service (like Yountville) should be a part of this plan. Trying to just provide parking lots will not solve the problem. Providing parking lots should be a joint venture between the city and the businesses.	"	"	"
	I wish to notify the members of the planning commission and City Council that I am strongly opposed to ... 1] Any extension of College Avenue, Starr Avenue or Allison Avenue to Mills Lane. 2] Any extension of Mills Lane to Silverado Trail. I have had discussions with several of my neighbors on Mills Lane and Dowdell Lane and can inform you that they feel as strongly opposed to these unnecessary and expensive plans as I do.	Peter Magowan	April	Email
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CIRCULATION				

	<p>too much emphasis on bicycle, pedestrian and multi-modal transportation. Most of the population, including the aged, do not ride bicycles. Why not have the city secure a grant for \$200,000 for the purchase of 20 electric vehicles which could be lease to members of the community? How about seriously looking into traffic circles on Pope St at the intersections of Starr and College? How about using the railway to deliver produce in the evenings which would get trucks off of the roads during the day? The extension of Starr to Mills and Adams is important. Allison is a bad idea because of the Pope/Allision interstection. Residents of the east side deserve the same ease of access to their homes as those on the west side who have many choices. Much of St Helena's senior population lies a Vineyard Valley and Silverado Orchards, not to mention the condominiums in the area. Most seniors like to use the library. It is inconvenient to have to take Starr/Hunt/Railroad to get to the library.</p>	Pat Dell	April	Comment Card
	<p>A straight shot on Starr/Adams would really encourage pedestrian traffic to the library. Adams to the Silverado Trail would be the best option as it delivers trucks right to the business district.</p>	"	"	"
	<p>There no mention of the business community's responsibility to reducing traffic congestion. Businesses draw traffic to the City, and should provide smart transportation options to mitigate that increase. If the community indicates they do not want road extensions, what will be reflected in the General Plan?</p>	Ann Nevero	May	Comment Card
	<p>Extensions across the Napa River would explode development pressure.</p>	Peter Mennen	April	Comment Card
	<p>If you extend Oak over Sulphur Creek you might as well change the St Helena entrance signs from saying "going green" to "going macadam".</p>	"	"	"
	<p>Extensions would only benefit developers.</p>	"	"	"
HISTORIC RESOURCES				
	<p>Support as written. We support policies that preserve the historic character and charm of St. Helena.</p>	St. Helena Chamber of Commerce	May-10	Written letter
	<p>Consider including City ownership of Historic focus - example, signage, benches, materials for self-guided tours of historic parts of St Helena (i.e., the Freedom Trail in Boston) Should we include protection of historic landscapes and viewscapes so we do not lose the sense of place these offer? (i.e., building hotels/housing/stores around the Gettysburg Battlefield, does not protect the historic perspective of that place.)</p>	Ann Nevero	May	Comment Card

<u>ELEMENT</u>	<u>COMMENT</u>	<u>AUTHOR</u>	<u>DATE</u>	<u>METHOD RECEIVED</u>
COMMUNITY DESIGN				
	Adams St parcel concept would benefit the community as would extensions of east side streets and the development of vacant parcels desinated for residential development.	MaryLou Peterson	May	Comment Card
	We should preserve the small town look of St Helena.	Anonymous	March	Comment Card
	How will rural residents' privacy be ensured with the new General Plan's focus on reduced setbacks and higher density building guidelines? St Helena is a rural town with world-renown viewsheds of mountains, vineyards and open space, where residents knowingly choose to live with reduced access to stores, services, etc. to have a rural lifestyle. The 2030 draft General Plan reduces previous GP statements for the need to respect rural residents' living choices by ensuring new building does not infringe on views, light and air. How will the new GP ensure rural residents are not negatively impacted by the increased height allowances, reduced setbacks and higher densities so strongly stated?	Ann Nevero	May	Comment Card
	Include mechanical systems in plans and elevations of all proposed residential and commercial building for design review. Attachment D1(see Planning Department comment binder for photos): This design sailed through the planning and design process because the mechanical equipment was not part of the design which was reviewed. To most, this layout is considered to be an eyesore.	Jerry Hyde	May	Letter/Email
COMMUNITY DESIGN				
	Incorporate a "dark sky" policy as part of the City's policy. Attachment 7A (see Planning Department comment binder for photos): Example of intrusive lighting glare, one of several, which exists at the Catholic Church school. This was approved by permit, and was subject to city design review. Contrary to existing policy, it was approved and installed. This light has significant, long distance "trespass" into the neighborhood. Attachment 7B (see Planning Department comment binder for photos): Example of proper shielding from lights which keeps the light on the property served without projecting into the neighborhood.	Jerry Hyde	May	Letter/Email
	There are several areas in St. Helena where the "old fashioned" country lane or road still exists without curbs and gutters. Establish a city policy which states that these existing conditions shall be maintained into the future, and that they not be ruined by interspersing sidewalks, curbs and gutters amidst the natural lanes and curbless streets. Adopt a policy which does not mandate sidewalks, curbs and gutters in these areas and develop engineering standards compatible with such country roads and lanes where drainage is necessary to be used as an alternative. There are many examples in St. Helena, both at the perimeter such as Madrona (see attachment), Fulton, Pratt, Crane, Vallejo, and portions of Pope Street. There are also many in-town examples of country streets without sidewalks and curbs such as west of Madrona on Scott, Hillview, Vineyard, Stockton and McCorkle Streets, for instance. Attachment R1(see Planning Department comment binder for photos): Shows sidewalk, curb and gutter adjacent to the olive-lined end of Madrona Avenue.	"	"	"
	This sidewalk/gutter installation was mandated with the expansion of the house it is in front of, and serves no significant purpose other than to visually degrade an otherwise beautiful country road.	"	"	"

<u>ELEMENT</u>	<u>COMMENT</u>	<u>AUTHOR</u>	<u>DATE</u>	<u>METHOD RECEIVED</u>
COMMUNITY DESIGN				
	<p>Backflow bags mar an otherwise nice development or design. For residential and commercial installations, formulate a policy to either hide them architecturally, with landscaping, or allow installation at the structure. Installation at the structure will require an inspection at installation as the code requires that there be no connections to the system until after the backflow device.</p> <p>Attachment BF-1(see Planning Department comment binder for photos): Bag at sidewalk in front of new Vintners Building.</p> <p>Attachment BF-2 (see Planning Department comment binder for photos): Bag in front of new Boys and Girls Club.</p>	Jerry Hyde	May	Letter/Email
OPEN SPACE & CONSERVATION				
	It is important to preserve open space for recreational uses. It is possible to develop a system of multi-use pathways that will not impact habitat.	MaryLou Peterson	May	Comment Card
	You can only conserve so much and then that is it (meaning water)! Stop Building!	Darryl Cameron	April	Comment Card
	We need to preserve open space and ag land or we will end up looking like Concord or San Jose.	Anonymous	March	Comment Card
	Is Open Space not important within the City If yes, how is it protected in the GP?	Ann Nevero	May	Comment Card
	The bike plan is incomprehensible and there are segments shown on the Mennen Environmental Foundation property which would be rejected by the foundation and serious restrictions on walking would be required due t the sensitive nature of this area (salmon spawning/riparian vegetation/etc). Suggest that these parcels be rezoned as wildlife refuge	Peter Mennen	April	Comment Card
PUBLIC HEALTH & SAFETY				
	I am involved w/the flood project and am thankful that it is moving forward.	MaryLou Peterson	May	Comment Card
	St Helena needs a stronger dog noise policy. Police should issue more citations and less warnings. We need more police - not less! Loitering in Sunshine parking lot should be stopped.	Darryl Cameron	April	Comment Card
	How will the addition of population and development increase the coverage needed for fire and police services? How will that increase be achieved? How will the addition of 2500 people impact classroom sizes and other local services such as dentists, clothing, toys, housewares, etc.	Ann Nevero	May	Comment Card

<u>ELEMENT</u>	<u>COMMENT</u>	<u>AUTHOR</u>	<u>DATE</u>	<u>METHOD RECEIVED</u>
PUBLIC HEALTH & SAFETY				
	<p>Section on "Noise" – Pg. 9-25. Intrusive Noise from Mechanical Systems. Adopt a policy and standard for limiting intrusive noise at the property line of residential properties. Adopt a standard for noise impact on residential receptors as part of the City's noise ordinance.</p> <ul style="list-style-type: none"> • Adopt policies to mitigate noise impacts on residences through the design review and building permit process. <p>Attachment N1: Four pool pumps 6 ft. from the neighbor's property line emitting noise levels of 68 dBA each, over 30 to 40 dBA above the background noise levels at the same location. [NOTE: An instusive source noise level of more than 5 dBA above background noise constitutes noise impact.] Attachment N2 (see Planning Department comment binder for photos): Commercial heat pump adjacent to a residential property with levels exceeding standards.</p>	Jerry Hyde	May	Letter/Email
	<p>Attachment N3 (see Planning Department comment binder for photos): Mechanical equipment across the street from dwelling units, with levels exceeding standards. Attachment N4 (see Planning Department comment binder for photos): Grammar School heat pump with noise levels at 61 dBA at the property line, adjacent to a residence.</p>	"	"	"
CLIMATE CHANGE				
	<p>10 - 5 "The high cost of housing in St. Helena has resulted n 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." The jobs/housing imbalance presents a fundamental challenge to St. Helena. The chamber supports all efforts to redress the imbalance.</p>	St. Helena Chamber of Commerce	May-10	Written letter
	<p>Cimate change is a natural, not man made event. It has been going on for billions of years. Man has a small part in this.</p>	Darryl Cameron	April	Comment Card
	<p>The city should consider a "Dark Sky" policy/ordinance. The rationale behind such a policy would be to both improve the lighting quality and reduce electrical power consumption. The major issues would include:</p> <ul style="list-style-type: none"> • Preserving the ambience of the night while permitting reasonable uses of outdoor lighting for nighttime safety, utility and security. All applicable codes on safety and security lighting are to be followed. • Conserving energy and resources. • Minimizing glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive or unnecessary. • Helping to protect the natural environment. • Curtailing and reversing degradation of the night sky. <p>These simple solutions can save up to 75% (and more) in exterior lighting power costs and improve the quality of our nighttime living environment.</p>	Jerry Hyde/Climate Protection Task Force	March	Letter
	<p>Because it is impossible for the City of St. Helena to single handed make a difference in Climate Change, it would be more prudent to make policy decisions on what to do as the Climate actually changes and how we can live in the change.</p>	Rodney Friedrich	April	Comment Card

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CLIMATE CHANGE				
	Since there is no ability to provide local workers any assistance or preference for obtaining an Affordable Rental Unit in St Helena's affordable housing developments (Stonebridge, Hunt's Grove, etc.) how can we accommodate local workers who want to live here? How will the recent Palmer Ruling ensure that new Affordable Housing doesn't just turn into market rate housing in St Helena?	Ann Nevero	May	Comment Card
HOUSING				
	We support the 2009 Housing Element Update as submitted, understanding as we do the RHNA obligations. We urge the City to resist converting existing workforce housing to less affordable dwelling units. We support creative design applications that reduce building costs and increase housing efficiency. We urge the City to encourage Workforce Housing development on public land and to support public/private collaboration to provide required capital, land and facilities.	St. Helena Chamber of Commerce	May-10	Written letter
	I believe we should keep growth within the General Plan period to less than 200 new residents by the year 2030.	Millicent Horne	1-Apr	Written letter
	Our chief need is affordable and workforce housing. I support the Mercy project for this reason and because it will be well managed and monitored. Mixed use and granny-flats are also a good idea if the rights of neighbors are respected.	MaryLou Peterson	May-10	Comment Card
	No growth! No water & sewer capacity	Dale & Cynthia Brown	March	Comment Card
	Stop building in backyards, filling in every open space with housing! No one wants 2 story units overlooking their back yards! Use Adams St property for affordable housing.	Darryl Cameron	April	Comment Card
	We should not invite developers to St Helena to build houses such as Mercy Housing. Traffic and Water are serious problems.	Anonymous	March	Comment Card
	We should not lose site that St. Helena is what it is today because of the type of upper end housing that exists. If this mix changes dramatically, then St. Helena will also change. Affordable housing is important to add to the mix in the community, but it must be scattered throughout the community and not set up in single large block areas.	Rodney Friedrich	April	Comment Card
	The GP doesn't address what the overall vision of the housing character of St Helena is for the future. Is there a balance of stand-alone v. attached housing that is appropriate for St Helena? What is the desired future of housing character in the City - apartments & multi-unit architecture or single family homes? The GP should indicate a ratio goal since the HE language clearly moves toward larger scale apartments/multi-units. Include more options for rehabilitation of existing housing - many low income housing units in St Helena are in very poor shape, yards are stacked with trash, etc. Encouraging City and Private endeavors in the GP to have a focus on rehabilitation would improve living conditions and aesthetics throughout parts of the City. (i'e', "Helping Hands" volunteer programs.) When the choice must be made between new buildings and negative impact to neighbors and their privacy, light, air, views, etc., how will the verbiage in this GP guide decision-makers?	Ann Nevero	May	Comment Card

<u>ELEMENT</u>	<u>COMMENT</u>	<u>AUTHOR</u>	<u>DATE</u>	<u>METHOD RECEIVED</u>
PARKS & RECREATION				
	I hope we can secure the necessary easments to build a comprehensive trail system along our river and creeks. What is going to be done about Sulphur Creek flooding?	MaryLou Peterson	May-10	Comment Card
	We need more parks and picnic areas.	Anonymous	March	Comment Card
	We are short of Park Lands in this City. Every effort to create more parks throughout St. Helena should be made. We also need to create quality Restroom facilities in our parks and maintain them at all times.	Rodney Friedrich	April	Comment Card
	The proposed increase in persons living in St Helena does not align with the City's goal of parkland. The nation-wide recommendation is 10 acres/1000 residents, yet the GP suggests 6 acres/1000 which is the absolute minimum of the range. Why increase population growth and housing densities so strongly, while suggesting the smallest possible goal for parks?	Ann Nevero	May	Comment Card
ARTS, CULTURE & ENTERTAINMENT				
	This element shows that there is a need for development/support for the arts in St Helena. It should mention that the Cameo is a performance venue and supporter of cinema arts. The Adams St parcel should become a venue for the arts.	MaryLou Peterson	May-10	Comment Card

