

Napa County General Plan Update

Written Comments Received

(December 3, 2007 to February 8, 2008)

Gitelman, Hillary

From: Gitelman, Hillary
Sent: Thursday, December 13, 2007 1:33 PM
To: Siegel, Howard
Cc: Lowe, Rone Patrick; Anderson, Laura
Subject: FW: "and wells"

Howard: This is the first and only comment I've received so far on the Revised Draft General Plan Update. Will you keep track of these for us? Hillary

From: Jim King [mailto:chance@napanet.net]
Sent: Wednesday, December 05, 2007 5:39 AM
To: Gitelman, Hillary
Subject: Fwd: "and wells"

Thought this would be of interest.
Jim King

Begin forwarded message:

From: marsa tully <tully@napanet.net>
Date: December 4, 2007 11:39:25 PM PST
To: Jim King <chance@napanet.net>
Subject: Re: "and wells"

Not at all! We sent copies to all commissioners, but not to staff. Do as you feel best. Thanks for the quick reply. Tullys

On Tuesday, December 4, 2007, at 06:05 PM, Jim King wrote:

Do you mind if I distribute this to staff and other commissioners?

Jim King

On Dec 4, 2007, at 4:27 PM, marsa tully wrote:

Yesterday we went to Napa to pick up a copy of the "Revised Public Hearing Draft" of the General Plan Update. We are still very unhappy with what is now Policy AG/LU-61, which was put forward by Planning Staff as a response to Save Rural Angwin's request that Policy 55 of the Draft General Plan be amended to include wells:

Policy AG/LU-61; The existing density of development in the Angwin area and the County's desire to be protective of groundwater supplies precludes future subdivision activity that

01/07/2008

relies on net increases in groundwater use within the urbanized area of Angwin.

First of all, in the October 17th meeting of the Planning Commission, Commissioner King noted that the words "subdivision activity" should be changed to "development". Ms. Gitelman agreed to do so, but this has not been done. In fact, the original "possible policy" suggested by Ms. Gitelman in the August 15th Yountville Hearing (Staff Report p. 27) DID use the word "development". This wording does indeed make a difference because "subdivision activity" is understood as housing/residential development, while "development" would be taken to include in addition any commercial/retail or other development activity which might otherwise be exempted.

In addition, the words "net increases in groundwater use" are problematic. How will it be determined beforehand whether any development will increase the use of groundwater? Will there be rationing and metering for each residence or building? Will the developer be allowed to go ahead and build based on these assurances and then be "punished" if they exceed permitted groundwater use? By then, of course, it will be too late for people whose wells have gone dry because of aquifer depletion. The risk here would be borne by Angwin residents when the burden should actually be on the developer to guarantee with certainty that groundwater use will be capped at present levels. And in a future threatened by water shortages throughout the county and the state, use at current levels may be far too much.

Finally, the words "within the urbanized areas of Angwin" leave a huge loophole. Wells could be located outside the "urbanized area" to supply needs within the urbanized area. At any rate, groundwater use in ANY area of Angwin affects the water table and the water available to all other areas of Angwin, "urbanized" or not.

This all brings us to the question: "Why was the original policy as stated in the current General Plan ever changed at all? Why were the words "and wells" taken out and why was the limited definition of the "Angwin Urban Area" deleted?

Current Policy : Land Use Element 4.9a: The County will assume that the density of development in the American Canyon Area and the Angwin Area precludes future subdivision activity based on septic tanks and wells. The Angwin Urban Area is Pacific Union College and adjacent commercial facilities.

We can't help wondering WHY this policy was changed in the first place and why we are now presented with the poorly-written policy which has been suggested as a replacement. The present policy is quite clear as it stands. WHY, why, why was it ever changed except to find a way to specifically ALLOW development based on wells? A similar policy was written in the Draft General Plan for Deer Park about septic tanks and wells without deleting the words "and wells". Now, at the request of St.

Helena Hospital, it seems that the words "and wells" are going to be deleted there too.

So Save Rural Angwin's objection to allowing development based on wells has been answered with this weak policy which STILL allows development based on wells! The policy suggested by Save Rural Angwin (Policy AG/LU-55, p. 54 in our track document) is preferable (with the change of "subdivision activity" to "development"):

Policy AG/LU-55: The existing density of development in the Angwin area and the County's desire to be protective of water quality and sustainability of groundwater supplies precludes future subdivision activity based on septic tanks and/or wells. The County shall encourage replacement of existing septic systems with a wastewater treatment facility as feasible.

Groundwater supply is of the utmost importance in Angwin , where so many people depend on wells. We hope you will give this matter your attention and that you will give us your support and help as you have in the past. Thank you very much! John and Marsa Tully, 1515 Howell Mountain Road, Angwin

January 6, 2008

Napa County Planning Commission and Board of Supervisors
1195 Third Street
Napa, CA 94559

RE: Comments on the Revised Public Hearing Draft of the General Plan Update

Overall this document is a significant improvement incorporating comments and issues raised during public hearings and definitely meets your intent of an updated and more readable General Plan. My thanks to the steering committee members, County staff and consultants for their time, energy, and excellent results.

I have a few comments from my initial review, and reserve the right to add more as time permits within the current review and comment timeline.

Page 24 – The maps of urbanization in SF Bay Area are probably impressive, but sadly were useless in black and white. Thankfully I could see them on your website.

Page 25 - A Plan For The Future. 1st sentence should be restructured to read "Well into the future, Napa County will be a place where agriculture is the primary land use, where a vast majority of the county is open space, and where residential and employment growth is concentrated in the incorporated cities and existing urbanized areas of the county.

[note: put ag and open space first for consistency with your vision]

Page 34 - Policy AG/LU-40 has been modified so that the Hess Vineyards shall be designated AWOS but re-designated Industrial if Flosden/Newell Road extended north of Green Island Road.

I suggest that this policy just stop at modifying the Hess Vineyard to AWOS. Changes to this land will then require a GP Amendment. Land use designations should not be tied to road expansion. And leaving this land in Ag is desired by both Napa County and American Canyon residents.

Page 77 – Interagency Cooperation. I appreciate the intent but these policies all use the words "seek to work together". At this stage, we must work together and find ways to evaluate the true cumulative impact of isolated jurisdictional decisions – or we will quickly threaten the vision so clearly stated at the front of this General Plan.

Page 97 - almost bottom of page, the 2000 census indicates 75% of all jobs in Napa County are filled by persons who live in the county. Is this still valid?? Are updated numbers available??

Page 111 - Circulation Element - happy to see that specific objectives have been added regarding decrease in single-occupant vehicles (Objective CIR-2) and 40 additional miles of bicycle lanes (Objective CIR-3)

Page 112 - Policy CIR-30 No mention of car-free tourism goals.

Page 130 - Policy CC-7. "The County seeks to strengthen the arts community and encourages incorporation of art into the design of new public buildings." Why is this limited only to public buildings?

Page 279 - Glossary. Definition of Tourist Serving Facilities is still missing (despite numerous requests on my part)

The definition of affordable housing should be clarified so that it is clear that 30% of total gross income for housing costs (according to federal guidelines) only includes principal, interest, taxes & insurance for owner-occupied or rent & insurance for renters. The use of the words "housing costs" could be misconstrued to mean utilities, phone, TV, etc.

Thanks and regards,

Eve Kahn
3485 Twin Oaks Court
Napa, CA 94558
363-1512

Hillary



STATE MINING AND GEOLOGY BOARD

DEPARTMENT OF CONSERVATION

801 K Street • Suite 2015 • Sacramento, California 95814



PHONE: 916 / 322-1082 • FAX: 916 / 445-0738 • TDD: 916 / 324-2555 • INTERNET: conservation.ca.gov/smbg

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January 4, 2008

Ms. Hillary Gitelman
Director, Napa County Conservation,
Development and Planning Department
1195 Third Street, Suite 210
Napa, California 94559

RECEIVED

JAN 09 2008

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

Re: Review of General Plan Safety Element Update, Napa County

Dear Ms. Gitelman:

On behalf of the State Mining and Geology Board (SMGB), I have reviewed the County of Napa's (County) General Plan Update – Revised Public Hearing Draft, dated December 2007.

The County's December 2007 Revised Public Hearing Draft was found to be in compliance with the requirements of the Surface Mining and Reclamation Act (SMARA, Public Resources Code Section 2710 et seq.), and the SMGB's Regulations Article 6, Sections 3675 and 3676 (California Code of Regulations).

One comment is offered. On page 162, under the Section titled "*Mineral Resources*", the Oat Hill Quarry, which was operated by the Napa Vallejo Waste Management Authority, is noted as active. This site, however, has been closed, and was deemed reclaimed by the SMGB at their Regular Business Meeting held on September 14, 2006.

The SMGB extends its commendations to both you and your staff for preparing a thorough and easy to read document. I appreciate the opportunity to review and comment on the County's General Plan Safety Element.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Stephen M. Testa
Executive Officer

Mission of the State Mining and Geology Board is to Represent the State's Interest in the Development, Utilization and Conservation of Mineral Resources; Reclamation of Mined Lands; Development of Geologic and Seismic Hazard Information; and to Provide a Forum for Public Redress

Gitelman, Hillary

From: John Shafer [JShafer@shafervineyards.com]
Sent: Monday, January 14, 2008 2:23 PM
To: info@napacountygeneralplan.com
Subject: Viewshed Protection

To: Napa Co. Board of Supervisors and Napa Co. Planning Commission

From: John Shafer

I am communicating re the January 15, 2008 Public Hearing on the Proposed Amendments to the County General Plan.

I urge you to place a high priority on preserving the inclusion of the County's Viewshed Protection in the new General Plan.

The natural beauty of the valley – particularly the scenic hillsides and ridgelines – are especially impressive to all who visit. I converse with visitors daily and it is clear that the valley's scenery is on a par with our wines and restaurants in persuading them to visit again and again. Along with our Agricultural Preserve all of us in the valley need work at protecting our view shed. This is particularly true regarding the ridgelines along each side of the valley.

In my opinion, the valley's natural beauty is just as important as the valley's wines in attracting visitors.

Please continue the County's Viewshed Protection Program, knowing that it is one of the keys to the appeal of our Napa Valley.

Sincerely, John Shafer



John R. Shafer
Chairman

Shafer Vineyards
6154 Silverado Trail
Napa, CA 94558
(707) 944-2877
(707) 944-9454 fax
www.shafervineyards.com

01/14/2008

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY 711

RECEIVED

JAN 14 2008

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.



Flex your power!
Be energy efficient!

January 14, 2008

NAPGEN077
SCH#2005102088

Mr. Patrick Lowe
Napa County Planning Department
1195 Third Street, Suite 210
Napa, CA 94559

Dear Mr. Lowe:

**NAPA COUNTY GENERAL PLAN UPDATE REVISED PUBLIC HEARING DRAFT
AND FINAL ENVIRONMENTAL IMPACT REPORT**

Thank you for continuing to include the California Department of Transportation (Department) in the review process for the Napa County General Plan Update and Final Environmental Impact Report (FEIR). The following comments are based on the Napa County General Plan Update Revised Public Hearing Draft and FEIR.

Circulation Element, Goal 2, Policy CIR-12, page 107: We appreciate that the Napa/Solano gateway has been removed from the list of gateways restricted from receiving capacity increasing improvements. However, the Department continues to take issue with the policy that restricts capacity increasing improvements on the state highway system at the other key county gateways. This policy is contrary to the Department's responsibility as owner/operator of the state highway system. We again ask there be tangible criteria used to evaluate what gateways will be affected by the policy.

Circulation Element, Goal 2, Policy CIR 13, page 108, bullet #2 and #3: As previously stated, the term "reliever route" is misleading. The 2006 approved South County SR 29 Corridor Study found that even if extended Flosden/Newell Road and Devlin Road would not be adequate reliever routes for lessening demand on SR 29.

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Ms. Terry Roberts, State Clearinghouse

"Caltrans improves mobility across California"

Recd
1/15/08



Napa County Regional Park
and Open Space District

Harold Kelly—Vice President
Director Ward One

Tony Norris
Director Ward Two

Guy Kay
Director Ward Three

Dave Finigan—President
Director Ward Four

Myrna Abramowicz
Director Ward Five

February 15, 2008

Chair Wagenknecht and Members of the
Board of Supervisors and Planning Commission
County of Napa
1195 Third Street, Room 310
Napa, CA 94559

RE: Comments on the Draft County General Plan

Chair Wagenknecht and Board and Commission Members:

On behalf of the Napa County Regional Park and Open Space District, I would like to express our appreciation for the good work that has gone into the draft County General Plan now before you for consideration. In particular, the draft Recreation and Open Space Element provides a useful framework of goals and policies within which our District will be able to operate.

Since the initial draft Plan was circulated for public comment last year, two issues have surfaced which we request be considered for inclusion in the new General Plan.

The first involves Skyline Park. Considering that the State has periodically attempted to sell the park for development, and that the County has three years in a row attempted, unsuccessfully, to pass legislation allowing the County to purchase Skyline Park from the State, it is important for the County to explore other methods of providing for the future protection of the park.

One very important tool for doing this would be to have the County General Plan Land Use Map and Zoning Ordinance explicitly reflect the public's strong desire for Skyline Park to remain a public park in perpetuity. Since the County's Zoning Ordinance does not currently have a public park zoning category, providing this increased level of protection would first require that a public park zoning district or combining district be established, and that it then be applied to Skyline Park.

We therefore recommend that the Planning Commission and Board of Supervisors consider amending the General Plan Land Use Element to (a) designate Skyline Park as a public park, (b) adopt an action item calling for the addition of a public park combination district to the Zoning Ordinance, and (c) adopt an action item calling for the Zoning Map to be revised to apply this zoning to Skyline Park.

The second issue involves public road rights of way that are no longer needed for motorized transportation. The County has had a history of abandoning such rights of way if so requested by directly affected property owners. However, as we have seen with the Oat Hill Mine Road, these rights of way can be invaluable for providing recreational trails for the general public, and further that once abandoned such rights of way can be extremely difficult to reestablish.

With the exception of a policy related to abandoned railroad rights of way, the current draft General Plan is silent on the issue of whether to retain or abandon rights of way no longer needed for motorized transportation. We therefore request that the Board of Supervisors and Planning Commission consider adding a policy indicating that the County will not abandon road rights of way without first determining that they are not now nor in the future likely to be needed for non-motorized public trails.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dave Finigan".

Dave Finigan
President, Board of Directors

Ron Walker
1814 Silverado Trail
Napa, California 94558

January 15, 2008

Brad Wagenknecht, Chairman
Board of Supervisors
County of Napa
1195 Third Street, room 310
Napa, California 94559

Re: Assessor's Parcel 049-161-009 1055 Monticello Road, Napa

Dear Chairman Wagenknecht:

We are the owners of a 3.99-acre +/- parcel located at 1055 Monticello Road in the Silverado urban area. Our parcel is currently designated Rural Residential (RR) and zoned RS-B: 2. Under the current zoning classification, our parcel has reached its development potential, as it is too small to be subdivided.

We have been following the progress of the general plan update and have submitted both oral and written testimony to both the Planning Director and the Planning Commission, most recently at its hearing on October 17, 2007. A copy of our letter and a map showing the location of our property is attached to this letter.

Following the October 2007 hearing on the draft Land Use Element, the Planning Commission gave direction to staff to develop a revised policy that would facilitate higher densities on our property. In response to that direction, staff has developed a new policy (Ag/LU 92 @ page 60). We very much appreciate the efforts of staff in proposing this change. While it specially addresses the conditions under which extension of urban services would be allowed, we believe it falls short of the Commission's expectation and does not accomplish our mutual goals to provide a mix of housing types within designated urban areas **when** public services are available.

We have taken the liberty of developing some alternate language for your consideration, language that is consistent with our mutual goals and internally consistent with county policy as envisioned by the General Plan update. The alternate language in tracking format is attached to this letter.

We believe that in order to fulfill the county's future housing needs, to protect its agricultural heritage and long-standing urban growth boundaries, it is incumbent upon the county to maximize housing in those areas of the county where growth has historically occurred. Retaining this large underdeveloped parcel within a land use classification that precludes further residential development in light of the county's overwhelming need for housing does not make sense to us. Retention of the existing RR land use designation will

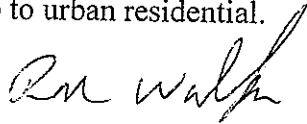
not provide opportunities for increasing the county's housing stock in the future whereas a re-designation to UR will allow for the county to consider additional densities for our infill parcel to correspond with the availability of services when development proposals are filed. The subject parcel can add to the 'reservoir' of urban lands that can be considered for higher density housing, greatly assisting the county in meeting its fair share of regional housing as will be required during upcoming ABAG cycles. The consequence of retaining the status quo is to put additional pressures to develop agricultural and other areas of the county that may be less suitable for greater densities.

Our property is level, has direct access to Monticello Road, close to the Silverado Country Club, a large employment center; is served by city water and contains no physical impediments to development. As an urbanized area it should strongly be considered for additional urban uses located in the Silverado area has been designated for urban uses since before the last general plan update in the early 1980s. Considering it as a higher density-housing site with its potential for work force housing is 'smart growth', and furthers the many urban-centered growth policies of the draft general plan.

We understand that development of infill parcels can be challenging. Accordingly we suggest that if the county agrees with our request, that our 3.99 acre parcel should be subsequently rezoned to a planned development zone, one of the implementing zoning districts for urban residential designation¹. Master plans are required prior to any project approval in the PD zone. This requirement will ensure that adequacy services are available and that future development is compatible with the surrounding neighborhood

We respectfully urge your support of our request to designate the area shown on the attached map to urban residential.

Sincerely,



Ron Walker
1814 Silverado Trail
Napa, California 94558

CC: Napa County Conservation, Development and Planning Commission
Hillary Gitelman, Director

¹Napa County General Plan, Public Hearing Draft, [Table Ag/LU-B, page 92.

Exhibit A

Proposed Amendment to the Napa County General Plan Update Revised Public Hearing Draft

Silverado

Description: Silverado is located northeast of the City of Napa, generally along Atlas Peak Road. The Silverado area encompasses 2,325 acres in total, with about one-third designated Urban Residential and two thirds designated Rural Residential. The Urban Residential area principally includes the developed master-planned portions of the Silverado Country Club and Resort and residential areas in the Silverado Community Services District approved for development prior to 1991. Pursuant to these plans and approvals, Residential development within the Silverado area under existing general plan and zoning designations is estimated at is limited to a maximum of 1,326 units, (including 231 housing units on the three identified affordable housing parcels described below).

A major landmark in this area is the Silverado Country Club, which provides a variety of amenities including golf, lodging, and a spa. Silverado includes several hundred residential units, most of which are located generally north of the country club ascending the slopes of Mt. Atlas.

South of the county club, residences are more rural and lower in density, and the area is currently (2006) in transition. Older homes and ranchettes with horses and cattle are being replaced by new, larger homes with vineyards. The rural residential area includes some parcels less than one acre in size and some greater than 10 acres, often next to each other.

Some parcels in the Silverado area are located in the Milliken-Sarco-Tulocay (MST) groundwater deficient basin. In a 2003 study, the USGS found that this basin is in continued decline (groundwater is being used faster than it is being replaced). A portion of the Silverado area is served by city water and the Napa Sanitation District (NSD).

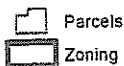
The Silverado area includes several undeveloped or under utilized parcels which could provide opportunities for future development at higher densities if urban services become available.

Silverado is one of the several areas identified in the 2004 Housing Element update as a potential site of affordable housing. Three parcels, potentially accommodating up to 231 residential units, were identified for this area.

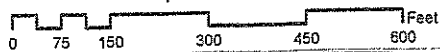
Policies:

Policy AG/LU-89: No change proposed

- Policy AG/LU-90: ~~Residential development within the Silverado area is limited to a maximum of 1,326 units, including 231 housing units on the three identified affordable housing parcels in the Housing Element.~~
Relocated to the Description portion of the section (see revisions above)
- Policy AG/LU-940: No change proposed
- Policy AG/LU-91: Pursuant to policy AG/LU-92, consider re designating parcels in the Monticello Road area to Urban Residential to allow for higher density housing as long as adequate public water and sewer services are available.
- Policy AG/LU-92: Notwithstanding Policy AG/LU-25, the County supports provision of water and sewer services to parcels in the Monticello Road area as long as such services are funded by others, supportive of affordable or work-force housing, or are needed to address water quality concerns, and do not allow for unplanned growth and development





1 inch equals 300 feet



Horizontal Datum: NAD 83,
CA State Plane Coordinates,
Zone 10, feet

Disclaimer: This map was prepared for informational
purposes only. No liability is assumed for the accuracy
of the data delineated hereon.

 **County of Napa** 

Conservation Development
and Planning

049-161-009-000

Date: 04-03-2007

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

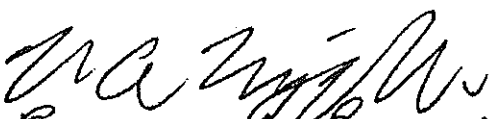
Re: all property

Dear Dan:

As a homeowner I request of LAFCO that my property be considered to be included in the sphere of influence of the Napa Sanitation District. I understand that LAFCO is currently reviewing the Sanitation District's boundaries and I would appreciate their consideration to include our property in it.

If you have any questions please do not hesitate to contact any of us.

Sincerely


Name ROBERT A. RIZZARO
Property located at: 1013 LORRAINE DRIVE
Parcel number: _____
Phone number: 707-253-7453

Name Walker Trust Lauren Fugua
Property located at 1055 Monticello Rd
Parcel number 049-1161-009-0000
Phone number 224844 40280

Name Jason Bradhurst
property located at 23 Rosemont Circle
Parcel number _____
Phone number _____

Name Kathleen Smith
Property located at Monticello Rd
Parcel number _____
Phone number 253 2168

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

As a homeowner I request of LAFCO that my property be considered to be included in the sphere of influence of the Napa Sanitation District. I understand that LAFCO is currently reviewing the Sanitation District's boundaries and I would appreciate their consideration to include our property in it.

If you have any questions please do not hesitate to contact any of us.

Sincerely,

Name Owen Huddleston
Property located at: 35 Rosemont Cir - Napa
Parcel number: _____
Phone number: 226-8535

Name Sharon Y Bruegger
Property located at 1051 Monticello Rd
Parcel number 49.15.0.10
Phone number 707-252-1945

Name Dianne Anderson
property located at 1057 Monticello Rd
Parcel number _____
Phone number 255-2861

Name ~~Sharon Huddleston~~ Bill Hale
Property located at 1029 Woodside Drive
Parcel number _____
Phone number 707 257-0330

January 30, 2006

Mr. Dan Schwartz
LAFCO
1760 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

As a homeowner I request of LAFCO that my property be considered to be included in the sphere of influence of the Napa Sanitation District. I understand that LAFCO is currently reviewing the Sanitation District's boundaries and I would appreciate their consideration to include our property in it.

If you have any questions please do not hesitate to contact any of us.

Sincerely,

Name Roy Mc DANIEL
Property located at 1097 ROSE DR.
Parcel number _____
Phone number 252-4561

Name Carla Pappas
Property located at 1099 Rose Dr.
Parcel number _____
Phone number 252 2457

Name Elizabeth A. Tutt
Property located at 9 Rosemont Cir.
Parcel number _____
Phone number 226-9204

Name Mary Narbisan
Property located at 19 Rosemont
Parcel number _____
Phone number 252-1138

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

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If you have any questions please do not hesitate to contact any of us.

Sincerely

Name Marlene Muro
Property located at: 1035 Woodside Dr.
Parcel number: _____
Phone number: 2520904

Name Arlene Reynolds
Property located at 1047 Woodside Dr.
Parcel number 049-161-008-000 across #
Phone number 255-5153

Name Bob NIKLEWICZ
property located at 1038 WOODSIDE DR
Parcel number _____
Phone number 753-2865

Name DAVE & SHERRY BOSSER
Property located at 1024 WOODSIDE DR
Parcel number _____
Phone number 707-726-7789

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

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If you have any questions please do not hesitate to contact any of us.

Sincerely,

Name BILL WILSON
Property located at: 1085 ROSE DR
Parcel number: _____
Phone number: 707-252-7151

Name ATTILIO MUSANTE
Property located at 1080 ROSE DR.
Parcel number _____
Phone number 224-6814

Name Carolyn Rasmussen
property located at 1040 ROSE DRIVE
Parcel number _____
Phone number 724-5044

Name Bernard A. Shuehkrueger
Property located at 1080 ROSE DR
Parcel number _____
Phone number 224-7451

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

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If you have any questions please do not hesitate to contact any of us.

Sincerely,

Name Catherine Floyd
Property located at: ~~89 Valley 3~~ Rossmont Cir.
Parcel number: 3 Rossmont Cir
Phone number: 224-8514

Name DAVE SHUBIN
Property located at 1020 Rose Dr
Parcel number
Phone number 224-8250

Name Rosary Stewart
property located at 1021 Rose Dr
Parcel number
Phone number 707 257 0459

Name Wladimir Mc Kibban
Property located at 11 Rossmont Circle
Parcel number
Phone number 226-8323

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

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If you have any questions please do not hesitate to contact any of us.

Sincerely,

Name Julie Crawford
Property located at 1020 Woodside
Parcel number:
Phone number: 707.224.6286

Name JAMES E. RUGEN
Property located at 1002 Woodside DR.
Parcel number
Phone number (707) 224-7618

Name JOHN R. KANE
property located at 47 ROSEMONT CIR
Parcel number
Phone number 255-0276

Name John R. Kane
Property located at 45 Rosemont Cir
Parcel number
Phone number 255-3632

January 30, 2006

Mr. Dan Schwartz
LAFCO
1700 Second St.
Suite 268
Napa, Ca 94559

Re: all property

Dear Dan:

As a homeowner I request of LAFCO that my property be considered to be included in the sphere of influence of the Napa Sanitation District. I understand that LAFCO is currently reviewing the Sanitation District's boundaries and I would appreciate their consideration to include our property in it.

If you have any questions please do not hesitate to contact any of us.

Sincerely,

Name Mark & Renee Heiny
Property located at: 1150 Monticello Rd
Parcel number: _____
Phone number: 257 6648

Name _____
Property located at _____
Parcel number _____
Phone number _____

Name _____
property located at _____
Parcel number _____
Phone number _____

Name _____
Property located at _____
Parcel number _____
Phone number _____

3.0 COMMENTS AND RESPONSES TO COMMENTS

JEFF REDDING, REPRESENTATIVE OF RON WALKER, AT PUBLIC HEARING #5, JUNE 14, 2007

Response Mtg. 5-7 P: Commenter notes that parcels in urban areas should be considered for housing opportunities before housing is put into agricultural areas and speaks specifically about a four-acre parcel in the Silverado area designated as rural residential (10-acre minimum lot). County staff appreciates the concern with this particular parcel for housing consideration, but the property would need to be rezoned to be eligible for this type of use.

Response Mtg. 5-8 P: Commenter notes that allowing subdivision of property will allow the surrounding properties to be served by Napa Sanitation District. County staff acknowledges the commenter's concern.

Ron Walker
1814 Silverado Trail
Napa, California 94558

June 14, 2007

Hillary Gitelman, Director
Conservation, Development and Planning Department
County of Napa
1195 Third Street, room 210
Napa, California 94559

Re: Assessor's Parcel 049-161-009 1055 Monticello Road, Napa

Dear Ms. Gitelman:

We are the owners of a 3.99-acre +/- parcel located at 1055 Monticello Road in the Silverado urban area. Our parcel is currently designated Rural Residential (RR) and zoned RS-B: 2. Under the current zoning classification, our parcel has reached its development potential, as it is too small to be subdivided.

We have been following the progress of the general plan update and support the county's goals of concentrating non-agricultural uses including housing within existing urbanized or developed areas [LU Goal 3; LU-20] in order to preserve existing agricultural land [LU Goal 1]. We believe that in order to fulfill the county's housing needs and these two complementary goals, it is incumbent upon the county to maximize housing in those areas of the county where growth has historically occurred. The Monticello Road area where our property is located is such an area, having been identified as 'urban' since the early 1980s and before.

Our proposal involves the designation of the area shown on the attached map from Rural Residential (RR) to Urban Residential (UR). We wish to develop approximately 20 homes on our 3.99-acre parcel that is outlined on the attached map. We are seeking an addition to the residential development potential specified in policy LU-87. We believe our proposal conforms with the fundamental principles that have guided Napa County land use planning since the 1980s and is embodied in the present draft General Plan: locating urban uses within already developed or cleared areas thus protecting the county's agricultural lands. We think that our site is consistent with the county's goals and policies as expressed in its draft general plan:

1. Concentration of Urban Uses [policy LU-20]. A review of the attached map illustrates clearly that the area outlined which includes our parcel is already urbanized as that term is defined in the draft general plan [policy LU-25]. The county has long recognized the urban potential of the area shown on the attached map, as evidenced by its existing zoning classification (i.e. RS). The intent of the this zoning district is to "allow residential developments of varying population

urban area with a modern wastewater collection system would have the additional benefit of allowing existing residences to abandoned their antiquated septic system, thereby improving local water quality [policy CON-6]. Inasmuch as much of the subject area drains to Sarco Creek, an identified fish habitat, replacement of antiquated septic tanks will also protect this resource [policy CON-23].

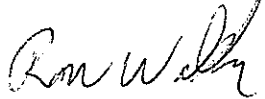
The subject area is near existing commercial facilities and the Silverado County Club, a key county employment center thus increasing the likelihood that future residences will uses transportation modes other than private drive-alone automobile. Locating higher density housing in proximity to employment centers and services is consistent with land use and circulation goals and policies of the draft general plan [policies LU-28 & CIR-1.3].

We understand that development of infill parcels can be challenging. Accordingly we suggest that if the county agrees with our request, that our 3.99 acre parcel should be considered for inclusion in a planned development zone, one of the implementing zoning districts for urban residential designation². Master plans are required prior to any project approval in the PD zone. This requirement will ensure that adequacy services are available and that future development is compatible with the surrounding neighborhood

No change to the existing zoning of the remaining parcels would be needed since all are consistent with an urban residential designation.³

In summary, we believe that the county must anticipate the need for additional housing within those urban areas such as Silverado. The subject area located in the Silverado area has been designated for urban uses since before the last general plan update in the early 1980s. Our property is level, and an excellent infill site as it without environmental constraints, close to employment centers, good roads and services. Considering it as a higher density housing site with its potential for work force housing is 'smart growth', and furthers the many urban-centered growth policies of the draft general plan. We respectfully urge your support of our request to designate the area shown on the attached map to urban residential.

Sincerely,



Ron Walker
1814 Silverado Trail
Napa, California 94558

CC: Napa County Board of Supervisors
Napa County Conservation, Development and Planning Commission
General Plan Steering Committee

²Napa County General Plan, Public Hearing Draft, [Table Ag/LU-B, page 92.

³ Ibid

My name is Michael Hackett, I have lived in the Napa Valley since the mid 70's, and now reside in Angwin. My profession was as an airline pilot for Northwest Airlines for 30 years and I have always maintained an interest in general aviation since I was a young man.

When considering this general plan update, some things are undebatable. I would like to thank you, the Supervisors, for allowing me to comment through today about the Angwin Airport issue. One thing that is undebatable is that we must always maintain the existing assets of the County, and in particular the airfield up in Angwin.

Everyone agrees that we must maintain the existing airport and make the necessary changes to improve upon what already exists. With minor taxiway improvements, and an instrument landing system, Angwin Airport can significantly increase the revenue to the County and still be a strong friend to Pacific Union College. Because it is at nearly 2,000' above sea level, Parrot Airport is often times in clear weather while Napa County Airport in in the fog and low ceilings. This makes it a very attractive alternate to inbound Napa traffic.

I will submit that we would be incredibly irresponsible if we were to in, any way, jeopardize the future viability of the field. I am aware that a development is being planned that would place a subdivision within 250' of the airport boundary. I CAN ASSURE YOU THAT WOULD SPELL THE DEMISE OF PARROT FIELD. Throughout my 45 years career in aviation, I witnessed, time and time again, that aviation and cluster housing cannot co-exist. It doesn't seem to matter whether the airport preceded the housing or not. People inherently do not like aircraft flying over or into close proximity of their backyard BBQ's. Eventually the people win out and the health of the airfield turns terminal.

The powers at Pacific Union College would have you believe, that if a governmental agency, like Napa County purchases the airport, gets Federal Matching Funds for airport improvements and keeps the flight school open, it would be MORE DIFFICULT to close. This is true only to an extent. It merely DELAYS the eventuality of the airports closure.

I believe it would be wonderful if Napa County would purchase the airport. But any development near the field would lead to a financial swindle of one of Napa's Finest Assets.

Thank you

Michael Hackett

1.

*Submitted 1/15/08
by Keller Andrews
for Michael Hackett*

RCD
4/15/08

NAPA COUNTY GENERAL PLAN UPDATE

As it relates to

PROTECTION OF DOMESTIC WATERSHEDS

By

HOWELL MOUNTAIN MUTUAL WATER COMPANY

INTRODUCTION:

There are eight domestic watersheds in Napa County serving Napa County residents. Together, they cover 100 square miles of Napa County's 800 square mile land mass. These watersheds are an invaluable resource. Over half the residents of the county rely on surface water from these watersheds. Long term protection of these domestic watersheds is the topic of this document. It is comprised of a specific recommendation for inclusion in the updated Napa County General Plan. This is followed by the pertinent background information on which the recommendation is based. The report is divided into the following sections.

- Recommendation for the Napa County General Plan
- Commentary on the Recommendation
- General Overview of Domestic Watersheds
- Overview of Domestic Watersheds Serving Napa County Residents
- General Overview of Prudent Management of Domestic Watersheds
- Tables and Figures

All readers, especially those involved in the regulatory process, those using land within the watersheds, and those relying on water from the watersheds are encouraged to read all the background information in order to fully understand the recommendation.

RECOMMENDATION FOR INCLUSION IN THE UPDATED NAPA COUNTY GENERAL PLAN:

Consistent with state of California guidelines, watershed land within 2,500 feet of an intake structure of any domestic watershed serving residents of Napa County shall be designated as a special protection zone. Within these special protection zones, future industrial or commercial development shall be restricted. With the exception of wineries, future agricultural development within these special protection zones may be allowed if in conformance with the Napa County General Plan and provided it involves no land having greater than 30% slope, utilizes permanent ground cover, is organic, and minimizes concentration of surface runoff. All other applications for land use within these protection zones shall be in accordance with the Napa County General Plan and reviewed case by case on the basis that they are in a special protection zone.

COMMENTARY ON THE RECOMMENDATION:

- The recommendation is consistent with state of California guidelines for protecting domestic watersheds. It concentrates protection on a critical zone rather than on the whole watershed.
- This recommendation provides maximum protection for the amount of regulation involved.
- It provides essential protection for the smallest, most vulnerable watersheds.
- It only affects a small, but vulnerable segment of land. (between .2% and .4% of county land)
- It does not imply that restricted activities pose a problem when located outside the protection zone.
- It is specific to the defined area related to intake structures and does not set a precedent for application in larger areas.
- It allows for future vineyard development within the protection zone, with four minor restrictions. These restrictions are already voluntarily adhered to by some vineyards in Napa County. These restrictions will help curb vineyard related problems such as have occurred in Rector, Bell Canyon and Friesen Lakes watersheds.
- While allowing future vineyard development, the recommendation deals with the cumulative affect issue by prohibiting industrial, commercial and winery development in the special protection zones. For example, the cumulative effect of having over a dozen vineyards coupled with over a dozen wineries located in the 595 acre Friesen Lake watershed would simply be untenable. Vineyards are given precedence over wineries because premium grapes grow best in certain areas, including some protection zones, while the grapes can be processed anywhere.
- While it is entirely possible that other areas such as the perimeter of reservoirs and primary tributaries could also benefit from some form of special protection, they are not intended to be within the scope of this recommendation.

GENERAL OVERVIEW OF DOMESTIC WATERSHEDS:

- **DECADES OF STUDY AND OBSERVATION:** Agencies at the federal, state and local level have studied domestic watersheds for a long time. The resulting observations and conclusions are available and are invaluable in establishing good management practices for domestic watersheds.
- **PRIMARY GOAL OF DOMESTIC WATERSHEDS:** Domestic watersheds exist from coast to coast throughout the United States. They are used to collect surface water for human use. The primary goal is to produce high quality, low cost water for the user communities.
- **MULTITASKING:** Multitasking is a highly valued concept in our modern society. For several reasons, mostly economic, domestic watershed land is subjected to multiple uses. When domestic watershed land is used for multiple purposes, necessary care must be taken to ensure the health, safety and welfare of the local water using communities is not compromised. Almost without exception, domestic watersheds could best be used to collect water if there were no other land uses involved. The converse is also true. Other land uses could best function if they were not in watersheds.
- **VULNERABILITY OF DOMESTIC WATERSHEDS:** Watersheds can be damaged both by natural causes and by manmade causes. Natural causes include such things as soil erosion, landslides, floods and naturally occurring toxic materials such as mercury and arsenic. However, far and away more problems occur as a result of man's development of the land for multiple uses.
- **"ONE SIZE DOES NOT FIT ALL":** All domestic watersheds have some common features. They all have a source of surface water. They all have intake systems. They all treat and distribute the water. Yet no two are alike. They have many unique features and are often vulnerable in very different ways. Therefore they should not all be treated alike.
- **KEY FACTORS DETERMINING VULNERABILITY:** As a result of decades of study and observation by federal, state and local agencies, the six most significant natural factors in determining vulnerability of domestic watersheds have been identified as follows.
 1. Travel time to the intake for water from the furthest point of the impounded water supply
 2. The general topography of the watershed
 3. The general geology of the watershed
 4. The type of vegetation covering most of the watershed
 5. The mean seasonal precipitation of the watershed
 6. The amount of ground water recharge to the water body

The state of California uses the six criteria to divide domestic watersheds into three categories, namely high vulnerability, normal vulnerability and low vulnerability. See TABLE A for the criteria used by California to make these designations.

- **IMPORTANCE OF TRAVEL TIME AND DILUTION:** There are key reasons why travel time is listed as the first criteria in determining vulnerability of a domestic water supply. First, the longer the travel time from the point of occurrence to the point where the water is used, the more time there is for corrective action to occur. Second, the longer the travel time, the greater the dilution. A good analogy would be to compare spilling a quart of oil in a bathtub full of water to spilling a quart of oil at the far end of Lake Berryessa.
- **SMALL WATERSHEDS ARE MOST VULNERABLE:** All other factors being equal, small watersheds are more vulnerable than larger watersheds because of the time of travel factor. Problems occur closer to the point of intake. Therefore there is less time to take corrective action and less chance for dilution to help. As a result, smaller watersheds should be more closely managed.
- **SOME AREAS WITHIN DOMESTIC WATERSHEDS ARE MORE CRITICAL THAN OTHERS:** Certain zones within all watersheds are more vulnerable to damage, and therefore are more critical than other areas of the watersheds. The three most critical zones are (1) the area around intake structures, (2) the area near the perimeter of reservoirs, and (3) the area near primary tributaries. (see FIGURE B) Again, these three zones are more critical because of the shorter time of travel and less dilution. For a given amount of regulation, more benefit is achieved by applying the regulations to these zones than to the remainder of the watersheds. Protection of watersheds by establishing tighter regulations in these zones and relaxing regulations in the remainder of the watersheds actually results in better protection with less overall regulation than occurs when blanket regulations are applied to whole watersheds.
- **UNDERSTANDING PROTECTION ZONES IS OF PARAMOUNT IMPORTANCE FOR GOOD MANAGEMENT OF WATERSHEDS:** Often times, well meaning people mistakenly try to apply to whole watersheds regulations that may only be necessary in critical zones. If successful, this results in OVER REGULATION and stifles multiple uses of the land. Usually this approach creates a backlash from advocates of multiple use of watershed land. They resist implementation of necessary regulations in the critical zones out of fear that the regulations will be applied to the whole watershed. If successful, their resistance results in UNDER REGULATION. Thus, for balance to be obtained for the good of the communities, it is essential that both regulators and land users understand the principle of protection zones within watersheds.
- **DEVELOPMENT PROJECTS WITHIN DOMESTIC WATERSHEDS:** Some development projects clearly should not be placed within domestic watersheds. An example would be toxic waste dumps. However, some development projects that pose no problems outside watersheds sometimes do if located within watersheds. This subtly should not be ignored. An example would be land uses that result in nutrient rich runoff into reservoirs. Nutrient rich runoff tends to support additional growth of algae and other forms of life in the reservoirs which in turn requires the use of more chemicals in treatment of the water and this poses health issues for local communities.

- STATE AND NATIONAL GUIDELINES vs. SPECIFIC LOCAL REGULATIONS: California and other states have developed GUIDELINES for assessing and protecting domestic watersheds. These guidelines help in determining the vulnerability of a given watershed and determining the size of protection zones. However, the states encourage local agencies to develop the SPECIFIC REGULATIONS most appropriate for protection of local watersheds. This is fitting because fewer issues have to be dealt with at the local level. For instance on the state and national level a wide range of alternate land uses such as logging, strip mining, subdivisions and agriculture have to be dealt with. On the local level it is less diverse. The same holds true for the size of watersheds encountered. The general overview of domestic watersheds just outlined provides a sound basis for good local management.

GENERAL OVERVIEW OF NAPA COUNTY DOMESTIC WATERSHEDS SERVING NAPA COUNTY RESIDENTS

- **A VALUABLE NATURAL RESOURCE:** Water is becoming a more and more valuable commodity everywhere, including Napa County. Both surface water and underground sources are utilized to satisfy demand. Over half the residents in Napa County rely on surface water collected within the county. The surface water sources are vulnerable to damage resulting from alternate land uses. To ensure the long term reliability of Napa County's surface water resources, it is essential that alternate land uses within domestic watersheds be appropriately regulated.
- **NUMBER AND SIZE:** There are eight domestic watersheds in Napa County that serve Napa County residents. (see FIGURE A) Together, they cover 100 square miles of the county's 800 square miles of area. They range in size from less than one square mile to 50 square miles. They are listed here by size of watershed, along with storage capacity.

○ Friesen Lakes	595 acres	762 acre-ft
○ Lake Madigan	759 acres	N.A.
○ Kimball Reservoir	2,159 acres	312 acre-ft
○ Bell Canyon Reservoir	3,526 acres	2,325 acre-ft
○ Milliken Reservoir	6,141 acres	1,986 acre-ft
○ Rector Reservoir	6,971 acres	4,600 acre-ft
○ Lake Curry	10,533 acres	N.A.
○ Lake Hennessey	33,314 acres	31,000 acre-ft
- **COMMON CHARACTERISTICS:** Napa County domestic watersheds are located in rugged terrain. They are relatively small. They all rely on manmade reservoirs having intake systems. They are classified as "highly vulnerable" based on state of California guidelines. They are subjected to multiple land uses.
- **VULNERABILITY:** California guidelines use six criteria to determine whether a watershed has high, normal or low vulnerability to damage. Thresholds have been established for each category. If a watershed exceeds any one of the thresholds it is considered to be highly vulnerable to damage. (see TABLE A) Following these guidelines, all eight Napa County reservoirs are highly susceptible to damage. Remarkably, the Friesen Lakes watershed fails not just one guideline, but five of the six. It's time of travel is short, the terrain is too steep, it is prone to landslides, it has a lot of tree cover, it rains too much and there is significant ground water recharge. Bell Canyon Reservoir also fails most of the six criteria. Not surprisingly, both of these watersheds have had well documented problems resulting from development and multiple land use. Rector Reservoir has experience the highest percentage of land development in recent years and has also had resulting cumulative affect problems necessitating a new filter plant. Everything else being equal, smaller watersheds are more easily damaged, and County's domestic watersheds are small. Being classified as "highly vulnerable" to damage, Napa County domestic watersheds warrant a higher level of protection than less vulnerable watersheds.

- CUMULATIVE EFFECT: The Friesen Lakes watershed is a prime example of a watershed where cumulative effect has the potential to be a major threat. This 595 acre watershed is comprised of numerous small parcels, most of which are partly in and partly out of the watershed. It has provided water for the communities of Angwin and Deer Park for over seventy years. After sixty years with almost no land development within the watershed, there has been a marked increase in recent years. As currently regulated, twenty-one parcels qualify to have both a vineyard and winery within the watershed. The cumulative effect of over forty vineyards and wineries in this small watershed would render it useless. Yet individual permit applications do not seem too threatening. The problem of cumulative affect is best dealt with before it becomes a problem. The Rector watershed has experienced the largest percentage increase in land development in recent years. The resultant cumulative effects required the building of a new treatment plant at public expense.

PRUDENT MANAGEMENT OF DOMESTIC WATERSHEDS

Prudent management of domestic watersheds takes the following factors into account:

1. Based on physical characteristics, some watersheds are more susceptible to damage than others. Therefore, some watersheds warrant more protection than others. Thus, to apply the same "blanket" protective regulations to all domestic watersheds would result in over regulation in some cases and under regulation in others.
2. "Time of travel" is the most important physical feature of watersheds and has a great deal to do with their vulnerability to damage. Time of travel is the time it takes a contaminant to travel from the point of contamination to the intake structure for the community. The shorter the time of travel the greater the vulnerability. Thus, everything else being equal, smaller watersheds are more vulnerable.
3. Additionally, because of travel time, some zones within watersheds are more vulnerable to serious damage than others. State guidelines identify three "protection zones" as being most vulnerable, thus warranting greater degrees of protection. Failure to adequately regulate development and land use within key protection zones results in inadequate protection. Conversely, blanket application to the whole watershed, of regulations needed only for protection zones, results in over regulation.
4. For several reasons, mostly economic, domestic watershed land is subjected to multiple uses. To the extent that this can be done without imposing hardship on the communities using the water from domestic watersheds, this practice is advantageous. Some alternate land uses, toxic waste dumps for example, clearly pose problems and should be kept out of watersheds. Some other land uses not considered to be problematic when located outside domestic watersheds, can cause trouble when located within watersheds. Land uses that result in increased turbidity, or nutrient rich runoff are examples. Then there are some alternate land uses that have only nominal effect on use of the land for surface water collection. Based on this, it is apparent that some regulation of alternate land uses is necessary. When regulating alternate land uses within watersheds, it is imperative that there is appropriate understanding of the issues involved with the land uses in question.
5. Prudent management must take into account the "cumulative effect" factor. Many watersheds are subject to not just one or two, but multiple developments and land uses. While a certain amount of development might be acceptable, multiple land uses and projects can overwhelm water treatment facilities within a given watershed. Cumulative effect issues are often missed by regulators because applications for permits usually arrive one at a time rather than all at once. Thus, in addition to what currently exists or is being proposed, prudent management of watersheds takes into account what else may occur in the future.
6. State and federal agencies are in the best position to provide guidelines for properly protection domestic watersheds with regard to alternate land uses. They have exposure to the full range of watershed sizes and physical characteristics as well as to the fullest range of alternate land uses to which watersheds are subjected. California, along with other states, has done so. The 1999 "Drinking Water Source and Assessment Program" produced by the California Department of Health Services is an excellent document regarding guidelines for appropriate watershed management.

7. However, local agencies are in the best position to specific regulations to protect local domestic watersheds and are encouraged by the state of California to do so. Local government knows the most about the size and physical characteristics of their local watersheds. They also know about the types of alternate land uses most likely to occur in their area. For example, there is no need for a local community to protect its watersheds from strip mining if there is not a strip mine within a thousand miles. Local agencies are also in the best position to know what problems have previously occurred within their watersheds, what problems are most likely to occur in the future and how their treatment facilities will be impacted.
8. In summary, prudent management of local domestic watersheds involves specific regulations enacted by local government acting within state and federal guidelines. Watershed size, travel time, other physical characteristics, protection zones within watersheds, types of alternate land use, cumulative effect, state guidelines and local experience are each important factors in determining how to best ensure high quality, affordable surface water supplies.

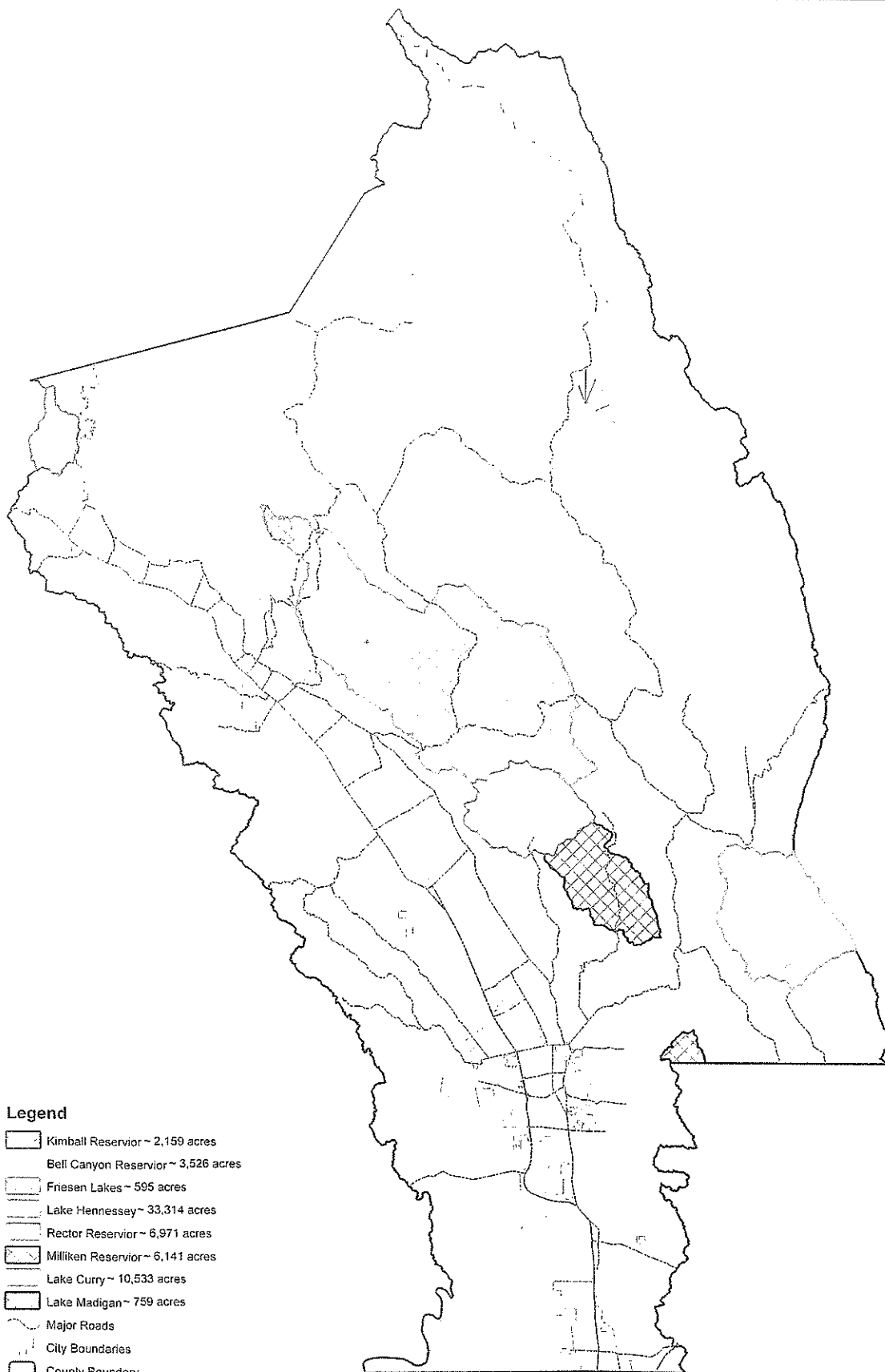
TABLE A

DRINKING WATER SOURCE ASSESSMENT AND PROTECTION PROGRAM (DWSAP)
SUMMARY OF KEY POINTS REGARDING SURFACE WATER SOURCES

- A. The State of California has determined that 6 physical factors are key in determining a surface water source's PHYSICAL BARRIER EFFECTIVENESS. The six are:
- Travel time to the intake for water from the farthest point of the impounded water supply
 - The general topography of the watershed
 - The general geology of the watershed
 - The type of vegetation covering most of the watershed
 - The mean seasonal precipitation on the watershed
 - Is there significant groundwater recharge to the water body?

The state of California uses these six criteria to divide domestic watersheds into three categories; namely high, normal and low PHYSICAL BARRIER EFFECTIVENESS. The lower the physical barrier effectiveness, the more vulnerable the watershed is to damage.

- B. To have HIGH PHYSICAL BARRIER EFFECTIVENESS, a surface water source has to have all six of the parameters listed below:
- Travel time of more than one year to the intake for water from the furthest point of the impounded water supply
 - Flat terrain (less than 10% slopes)
 - Materials are not prone to landslides
 - Most of the watershed is covered by grasses
 - Mean seasonal rainfall is less than 10 inches per year
 - There is no significant ground water recharge to the water body
- C. To have NORMAL PHYSICAL BARRIER EFFECTIVENESS, a surface water source has to have all six parameters fall within the following ranges:
- There is travel time, but less than one year
 - Slopes are predominately in the 10% to 30% range
 - Landslides are possible, but not probable
 - The watershed is covered by a combination of grasses, trees and other cover
 - Mean seasonal rainfall is between 10 inches and 40 inches per year
 - The amount of groundwater recharge is neither significant or insignificant
- D. To have LOW PHYSICAL BARRIER EFFECTIVENESS, a surface water source has to have just one of the six parameters listed below:
- The source is a direct intake with no impounded water supply
 - The general terrain is mountainous (great than 30% slopes)
 - Materials are prone to landslides
 - Most of the watershed is covered by trees
 - Mean seasonal rainfall is more than 40 inches per year
 - There is significant ground water recharge to the water body



Domestic Water Supply Drainages

Disclaimer: This map is for informational purposes only. No liability is assumed for the accuracy of the data displayed herein.

0 1.5 3 6 9 12 Miles



County of Napa



Conservation, Development
& Planning

Don Mangan

ZONE A = 400' from reservoir or primary stream boundaries
200' from tributaries

ZONE B = 2500' from intake

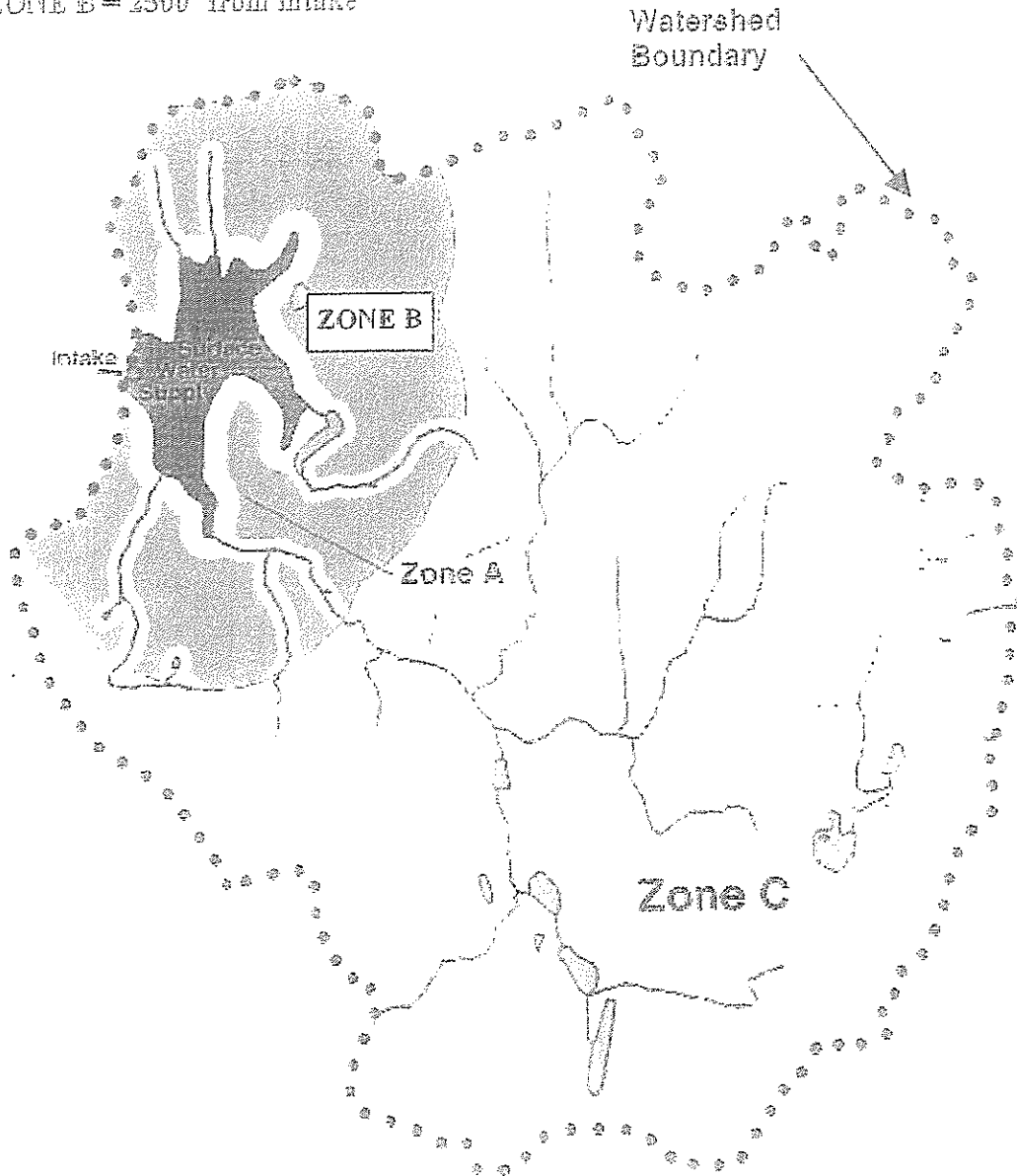


Figure 6-1. Surface water supply protection areas showing suggested zones (Adapted from Massachusetts DEP "Developing a Local Surface Water Supply Protection Plan," 1996)

SAVE RURAL ANGWIN
P.O. Box 222
Angwin, California 94508

January 15, 2008

Brad Wagenknecht,

Chairman & District 1 Napa County Board of Supervisors
County of Napa
1195 Third Street, room 210
Napa, California 94559

Re: Comments on Revised Public Hearing Draft General Plan, dated December 3, 2007

CC:
Mark Luce, District 2
Diane Dillon, District 3
Bill Dodd, District 4
Harold Moskowitz, District 5

Planning Commissioners
Heather Philips
Jim King
Bob Fiddaman
Terry Scott
Rich Jager

Dear Supervisor Wagenknecht,

As you know, Save Rural Angwin (SRA) has followed the progress of the draft General Plan Update and has testified at Public Hearings on several occasions about land use issues in Angwin. We also attended and spoke out at community meetings and forums on land use and development issues. Finally we have reviewed the Revised Public Hearing version dated December 3, 2007 and believe our proposal remains the appropriate vision for Angwin. We do not believe ignoring the proposal to change Public Institution to include institutions that serve the public to be appropriate. Essentially, expedience rather than a sound planning justification was given as the reason for declining our proposal. While the urban rural limits have existed for many years, maintaining them for that reason ignores the much newer reality of Smart Growth. Principally, as you know, Smart Growth guides us to build homes where jobs and infrastructure exists. Smart Growth should be the overriding principle for planning. We have attached a synthesized version of the General Plan section that would result from this proposal, see Appendix B.

Our organization has numerous members who live and work in the Angwin area. While we applaud the recent changes that the Pacific Union College (PUC) has made to preliminary plans for lands which it owns in Angwin, we believe it is incumbent upon the county to adopt its own vision for Angwin, one that balances the needs of the PUC as well as the Angwin community, is consistent with the goals as expressed in the draft general plan and preserves the unique character of Angwin.

Background

Angwin has long been recognized as a unique part of Napa County since even before the last comprehensive update of the county general plan that took place in the 1980s. The 1980s plan update was completed under the auspices of the Napa County Superior Court that determined that the previous general plan was not adequate. Both the County land use diagram and text were updated in response to the court's directive.

Following adoption of the general plan, countywide rezonings took place to make the existing zoning consistent with the updated general plan designations. As you may know, state law requires that zoning and general plan be consistent with one another; and, importantly, the county is obligated to correct any inconsistency between the two if such is brought to its attention.¹

During the discussions about the extent and precise location of the Angwin 'urban bubble' much angst has been expressed by planning staff and the Steering Committee over which parcels are currently designated for urban uses and which are outside of the 'bubble'. The non-parcel specific 'bubble' is a carry over from the way general plan maps were prepared in the 1980s when the county's plan was last updated. In researching those 1980s era plans, we found that many used 'the soft-line approach' to delineate the boundaries between two different land use designations, especially when large areas were designated. These 'soft-lines' were then précised when the required zoning for consistency occurred. Rezonings took account of both the map and relevant policies to implement general plan designations in a meaningful way. The county used this approach when it did its zoning-general plan reconciliation in the 1980s. We have confirmed this in conversations with former county planning directors.

In the case of Angwin, the general plan 'bubble' was first précised when zoning was applied to individual parcels in the 1980s. The rezonings were guided by the general plan policy:

4.9 (a) The County will assume that the density of development in the Angwin Area precluded future subdivision activity based on septic tanks and wells. **The Angwin Urban area is Pacific Union College and adjacent commercial facilities** [emphasis added]

During the implementation phase of the General Plan, the small lots within the 'urban bubble' west of Howell Mountain Road were zoned for RS-B 5 acre to accommodate the

¹ California Government Code Section 65860

existing lot pattern and the desire to preclude subdivision of these small lots as dictated by policy 4.9 (a). Some of the land owned by the PUC but not part of the College facilities was left in the AWOS (e.g. APN 024-430-022, 024-430-015) even though the parcel or portions of it were arguably within the 'urban bubble'.

Before the current General Plan update, the last time the Angwin 'urban bubble' was reviewed was in 1997/98 in response to a request from PUC to update its master plan. The County conducted a thorough review of present and future land uses in relationship to the 'urban bubble' in Angwin. Staff recommended that those parcels or portion thereof that had a split designation AWOS/Urban and contained a college facility should be considered part of the urban bubble in Angwin.² The remaining areas should be retained or converted to AWOS.³ To that end, staff recommended that the existing residential enclave west of Howell Mountain Road currently zoned RS: B-5 should become AWOS since the majority of the land and homes are not owned by the College nor did that area contain any College facilities. Following a recommendation from the Planning Commission, the Board adopted a resolution amending the general plan to confirm that college-owned facilities considered vital to the operations of the College were within the Angwin urban area

There has been no review of the general plan for Angwin since the 1998 action.

While this historical recounting of how we got to where we are today may shed some light on how the county has previously determined which parcels are within the existing 'urban bubble', the general plan update gives us a new opportunity to focus on how our community should develop in the future. SRA believes the draft General Plan policy to "maintain Angwin's rural setting and character" [LU-52] is the right vision for our community. We want to be sure that the "urbanized area" that will be shown on the county's land use map for Angwin is consistent with this goal [LU-54]. SRA believes that our proposal will permit the PUC to carry out its primary mission to provide adequate educational and support facilities for its students and faculty pursuant to policy LU-57.

The draft general plan invites the public to submit its own concept of future growth in the Angwin community. In response to your invitation (page 50), we offer our proposal for where future urban, non-agricultural uses and agricultural uses should be planned and located. This proposal is also submitted for your consideration pursuant to policy LU-54: to re-designate the existing, already developed, residential area of Angwin from its current AWOS to a Rural Residential designation.

Our Proposal

Our proposal mirrors the vision of the Board of Supervisors in 1998. We see no compelling reason to change that vision. It was the correct one for Angwin in 1998 and it remains so today. The Board made clear which lands were included in the 'urban

² Department Report and Recommendation, General Plan Amendment #GPA-94-17, November 5, 1997

³ Ibid

bubble': existing college educational or utility facilities or the adjacent commercial facilities. Recognizing that housing is of critical importance to the College in attracting and retaining qualified professors and students, we are suggesting that the portion of the two parcels previously designated as potential housing sites by the County's Housing Element be included in the Angwin urban area even though portions of them are forested, vacant or underutilized.⁴ We also suggest that the County confirm the right of the College to retain and expand commercial uses in the parcel that contains the Angwin Plaza area to provide a source of revenue and services for the College and the community. We believe the attached proposal properly balances the needs of the College, the Angwin community and the county by providing housing sites, room for expansion of the College's institutional uses, and opportunities for commercial uses within walking distance of both the College and future housing sites. Our proposal is consistent with proposed policy LU-53.

In order to accomplish our objectives, it is necessary to re-define the intent and purpose of the 'Public-Institutional' (P-I) land use designation [Policy LU-48]. We think that an Institutional designation for PUC more accurately reflects the existing uses on the campus. Expanding the existing definition found in the draft General Plan could also encompass those uses that support the PUC, such as student and faculty housing. An additional benefit to the County is that the P-I designation could be applied to a variety of existing institutional uses such as the St. Helena Hospital in Deer Park. There is nothing residential about that major medical facility and it really deserves to be included in a designation more closely resembling its use and function. Similarly, existing farm worker camps operated under the auspices of public agencies may also be candidates for that designation. Schools such as Vichy and Mt. George Elementary and similar institutions could also be placed within this designation. Those use types could then be deleted from the Rural Residential (RR) designation, leaving it to apply strictly to those uses which are either residential or residential in nature, such as guest homes, day care centers and the like. We think that the county should use the opportunity presented by the general plan update process to examine its existing land use designations to bring them more into conformance with current use patterns. For clarity we have included a map in **Appendix A** and consider the map an integral component of this document.

Redefining the intent and purpose of both the P-I and the RR designation [Policy LU-33] to delete those uses that are not residential in nature would be the first step in implementing our proposal. The proposed P-I designation would be modified to incorporate the definition 'Institutional Uses' as contained in the glossary section of the draft General Plan.⁵ The attached map illustrates our proposal. Our proposed land use map allows for the continued expansion of College facilities where they are located now: east of Howell Mountain Road, within the 200-acre campus area. We propose to designate the PUC campus as 'Public-Institutional' with this expected change in definition and intent. Portions of the two College-owned parcels already recognized for their housing potential by the county as part of the adopted housing element would be

⁴ Housing Element, Napa County General Plan, 2004, pages 11-4, 11-5

⁵ Napa County General Plan Public Review Draft @ page 288

designated 'urban residential.'⁶ The existing commercial center at Angwin Plaza and adjacent lands would have a land use designation reflective of their current use; i.e. Commercial. As these parcels are currently under utilized, commercial expansion in the existing parcel, to serve the needs of the College and the existing community has been provided.

Consistency with Draft General Plan

Our proposal conforms to the fundamental principles that have guided the county land use planning program since the 1980s and is embodied in the present draft General Plan: preserve existing agricultural land use [LU Goal 1] by concentrating non-agricultural land uses in existing urbanized or developed areas [LU Goal 3; LU-20].

Locating urban uses within already developed or cleared areas protects the county's agricultural lands. Locating future urban uses within the designated urban residential (UR) areas, where growth has historically occurred, will retain Angwin's rural setting by avoiding designated agricultural lands which are heavily wooded [policy LU-58], providing land for commercial services within the existing commercial area [policy LU-52], and supporting the continued operation of PUC by allowing for future development of lands which it owns [policy LU-52]. The 'urban' area that we propose will allow for expansion of college classrooms, administrative and related facilities on the 200-acre campus, the development of the 191 units of housing on college-owned lands contemplated by the county's adopted housing element, and the development of additional commercial opportunities within the Angwin Plaza parcel.

In addition to consistency with the fundamental planning principles that have guided this County since the last comprehensive General Plan update, our proposal makes good planning sense and furthers other land use goals recommended in the current draft:

- Adequacy of Services. Lands designated for urban uses by our proposal are owned by the PUC. As such, each is eligible for water and sewer services from the College owned and operated water and sewage treatment plants. We would note that, as a private water company, the Pacific Union College Water Company PUCWC is prohibited from providing water service to parcels other than those owned by the College. According to the environmental assessment adopted in conjunction with the county's housing element, (PUCWC) has the capacity to deliver 1.2 million gallons per day (gpd), and currently uses a maximum of 0.7 million gpd under peak conditions.⁷ Water from the PUC system is currently available to serve all the parcels proposed to be included in the Angwin urban area. Thus, it would not be necessary to extend urban services to parcels outside the existing service area and no new special districts would need to be formed [policy LU-23]. Approval of an expanded urban area to include parcels not currently eligible for service by the PUCWC would require the creation of a new special district, an action contrary to proposed policy LU-24. Defining the

⁶ The portions of these two parcels designated as potential housing sites by the county total approximately 16 acres

⁷ Ibid

Angwin urban area to include college-owned parcels where urban services are available would eliminate the need for septic tanks, thus protecting water quality [policy LU-55]

- Circulation. Currently, Howell Mountain Road within Angwin is a lightly traveled arterial that is primarily used by local travelers. South of the community, the road takes on a very different complexion—steep and windy, and often icy in the winter. It is not suitable for much additional traffic, nor can it be improved without significant environmental consequences. As such, SRA believes that Angwin must be a balanced community where jobs and housing are in balance, where commuting to areas outside of the community is discouraged. Our proposal accomplishes these objectives by providing for both reasonable growth in housing and commercial opportunities in a scale consistent with the level of services available. Concentration of urban uses within the areas shown on our proposal will allow future residential and educational growth to be located within walking and bicycling distance of existing commercial center. In a recent article in the Napa Valley Register, a spokesman for the Napa County Transportation Planning Agency (NCTPA) noted that currently only 4 percent of county residents walk to work and 2 percent bicycle.⁸ One goal of the NCTPA is to improve these percentages.⁹ Promoting compact growth proximate to services is a ‘smart growth’ idea, consistent with this goal as well as the goals of the draft General Plan to reduce the dependency on the automobile [policy CIR-1.3]. Reducing automobile use will result in improved air quality [policy CON-46], reduced traffic noise and energy use [policy CON-60].
- Preservation of Existing Landscapes. The lands suggested for urban uses are presently the site of existing college facilities or commercial uses. The proposed urban area avoids those PUC lands that are heavily forested north and east of the campus. The existing forest provides an essential part of the identity of Angwin. Preservation of forested lands retains groundwater upon which the community of Angwin depends for its drinking water, moderates our local climate, and provides flood control, recreation and wildlife habitat. Preservation of forests is one of the principal open space and conservation goals of the draft General Plan [policy CON-1]. We strongly support this goal. Forested parcels should not be designated for urban uses—those parcels should be clearly designated for non-urban uses in the final General Plan diagram. Concentration of future urban growth within the area identified in our proposal will preserve existing forested lands which are essential to the natural beauty of our community.

In summary, Angwin is a unique part of Napa County. Angwin warrants a set of clear goals and policies that will guide its future. We applaud the county’s invitation to be a part of that process through the filing of our proposed land use map. We strongly support a limited urban area as we have described it in this letter and accompanying map. The proposal that we have put together reflects the desires of many existing members of the Angwin community who share the same vision: preservation of Angwin’s unique rural forested setting and character while still providing opportunities for the PUC to fulfill its

⁸ ‘Leaning toward another roadwork tax’, Napa Valley Register, May 19, 2007.

⁹ Ibid

mission as one of the premier educational institutions in the western United States. Our proposal also provides for future housing opportunities for students and faculty as well as current and future commercial opportunities for the entire community. SRA believes that the county should proceed cautiously in Angwin—there is little need to increase the speculative value of lands outside of the PUC core campus for uses unrelated to the educational mission of the college. Growth in Angwin must be balanced against other areas of the county where growth is closer to population centers where roads, schools, services and jobs are more readily available. Once our forests are converted and our roads become congested the forests are gone and more pavement will not relieve the problem.. If in the future such lands are seen as desirable for additional growth opportunities, they can be reexamined as part of a future general plan update.

Recommendations for Additional Changes to General Plan

While to most people, the General Plan map is the most important component of a general plan and where the greatest changes to the existing landscape will be evident, SRA believes that the goals and policies must also be examined to be sure that they too support the vision of any adopted map. To that end, we offer the following suggestions.

We are disappointed that the policies related to Angwin do not include a strong policy to support the preservation of the forested and agricultural lands that are the most important physical characteristic of the community and serve as the most important component of its rural setting. While the county sets a countywide policy of retaining the character and natural beauty of Napa County [policy CC-1, CON-1], SRA strongly believes the section on Angwin must contain clear policy protecting the forested and agricultural lands in and around the community.

SRA is very concerned about policies in the draft circulation element that allow for significant increases in traffic over the life of the plan. While according to the draft EIR, Howell Mountain Road is currently operating at LOS 'A',¹⁰ [Free-flowing travel with an excellent level of comfort and convenience and freedom to maneuver], under draft policy CIR-2.5, traffic flow on Howell Mountain Road could decrease from LOS 'A' to LOS 'D' [users experience severe restrictions in speed and freedom to maneuver, with poor levels of comfort and convenience] and still be considered acceptable to the county. This degradation of service may well be acceptable to the county, but it is unacceptable to us. And it serves to put future developers on notice that a large increase in residential and commercial related traffic is OK. It is not! Howell Mountain Road is physically constrained by significant vegetation and slope and cannot be widened without severe environmental consequences and impacts on our quality of life. We will not accept a LOS below 'B' on the roads in our community. SRA wants Howell Mountain Road to be included on the list of roadway entrances where capacity will not be increased [policy CIR 2.2]. We want to maintain our superior air quality and road systems as safe for the many bicycle riders and pedestrians who use them.

¹⁰ Napa County Draft Environmental Impact Report, Volume 1, February 2007, page 4.4-8, Table 4.4-3

Similar to the policies on circulation, the draft general plan section on noise does not recognize the unique noise environment that exists in the Angwin community. We currently experience a very low ambient noise level and want to maintain that in the future. The draft general plan section on noise contains no policies to protect those portions of the county that currently have low ambient noise levels. Rather, policies such as policy **CC-38 & 40** would allow significant increases in ambient noise so long as they can be mitigated. This policy will lead to such unsightly structures as sound walls and walls built without windows. SRA strongly recommends specific policies within the section on Noise Goals to protect those areas of the community that currently experience low ambient noise levels.

Comments on Draft Environmental Impact Report (EIR)

While SRA acknowledges the role of the draft EIR as a programmatic document that cannot be used to determine specific impacts on specific areas of the county, we must for the record note that the nature of the conclusions are of great concern to us. Our concern is that the alternatives analyzed in the draft EIR are growth-oriented and that, by including the Angwin area under Alternatives B and C, the real impacts of future growth in Angwin are diluted. Currently the draft EIR that includes expansion of the Angwin urban area (Alternative C) does not include a projection of any proposed improvements or treatment capacity upgrades to the existing treatment plant operated by the PUC. Nor does the EIR analyze the ability of the existing treatment plant to adequately treat sewage from an expanded urban area. Despite this lack of information, the draft EIR concludes that impacts of Alternative C can be mitigated.¹¹ We don't believe that sufficient analysis has been included in the EIR to reach that conclusion.

The real impacts of future growth in Angwin even under Alternative B are not clear. The draft EIR contains no analyses of the available capacity of either water or sewer services. It doesn't address how much water is available under currently conditions? How much water is available for future growth? How many square feet of commercial use or residential units can be accommodated? Is there water and sewage treatment available for the growth scenario under Alternative C? How will such growth scenarios impact local groundwater that is essential to the existing and proposed agricultural uses in the area uses upon which our county depends?

The analyses do conclude that growth projections under Alternatives B & C are in many cases significant and unmitigatable.¹² We understand the role of the EIR as a disclosure document. We are very concerned that since adoption of the General Plan in a form anything like the one proposed will require the county board of supervisors to adopt findings of overriding considerations under either Alternative B or C, future applications for projects enabled by the general plan will be able to rely on the certified EIR for their projects without any real analysis being done. Given the very limited information on how alternatives B & C affect traffic, water, sewage, water and air quality in the Angwin community, this finding will severely limit our ability to comment on future projects.

We respectfully request that the County support our proposal.

Sincerely,

Allen Spence
On behalf of Save Rural Angwin

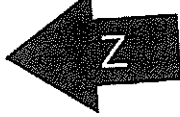
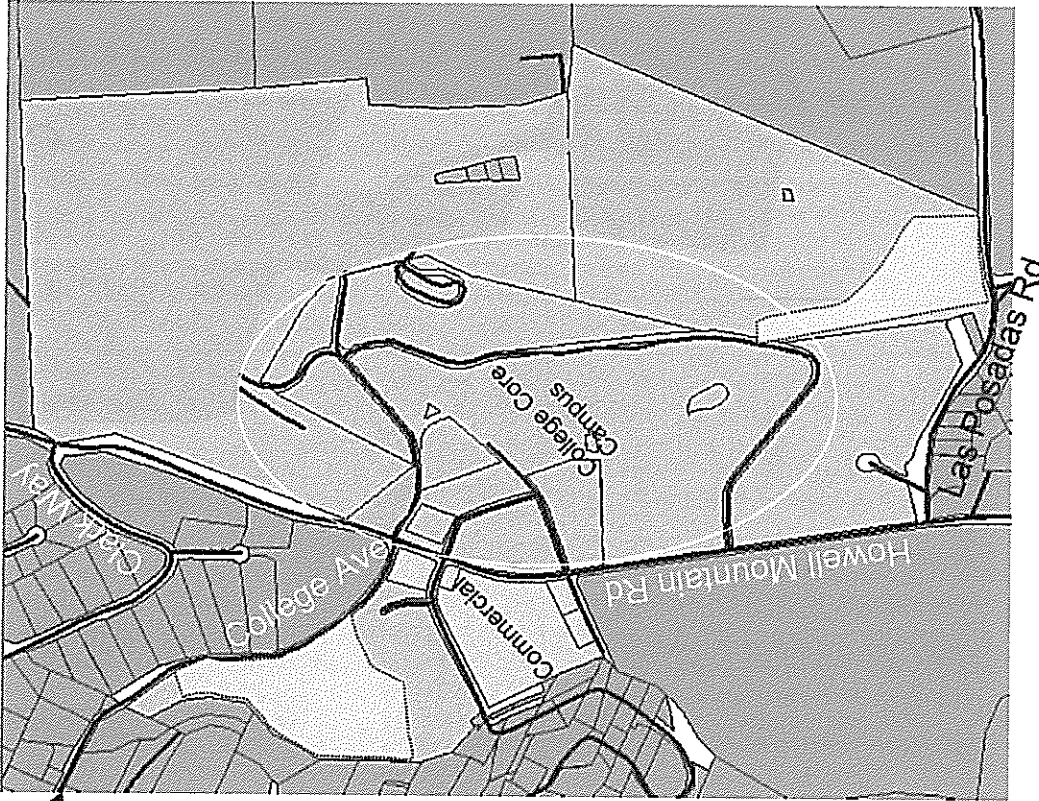
¹¹ Napa County draft General Plan Environmental Impact Report, volume 1, page 4.13-55

¹² For example, impact 4.3.1, 4.4.1, 4.7.3, 4.7.4, 4.8.1, 4.11.5

Appendix ~~B~~ A

Green = AWOS
 Pink = Institutional
 Blue = Urban Residential
 Peach = Commercial

Pink = 220.87
 Peach = 8.37



Appendix B

The Agricultural Preservation and Land Use Element of the General Plan Update (GPU) contains policies specific to Geographic Areas of Napa County.

Believing that the special features and characteristics in each geographic area are of particular importance (Policy AG/LU-55), Save Rural Angwin (SRA) submitted recommended changes for the Angwin section of the February 2007 Draft General Plan Update (pg 50-56). The recommendations were provided for or at Public Hearings held September 5, October 3, October 16 and 17, 2007. The document submitted in "Track" format (similar to the red line strike out format used by the County) was intended to synthesize SRA public comments concerning the special features and policies ascribed to Angwin. A combination of circumstances during the prior hearings and a review of the December 2007 Revised Plan shows little consideration for the proposed revisions.

Attached is an updated "Track" version of the Angwin Description and Policies based on the December 2007 Revised GPU. SRA would appreciate consideration for a more historically comprehensive and representative description of Angwin's overall character. Angwin, now and forward going, is not limited to one property owner. Particularly in light of the sheer volume of material to be reviewed, we would respectfully request Commissioners and Supervisors give consideration for the research that has gone into the Angwin Policies as proposed by the attached.

Submitted January 15, 2008
Joint Session of Planning Commission and Board of Supervisors
Yountville, Lincoln Center

Angwin

Description: Angwin lies at the top and down the shoulders of Howell Mountain, a rolling upland of volcanic origin that overlooks Napa Valley and Pope Valley. Predominated by forest, Angwin area land uses include residences, the Pacific Union College campus, a small commercial/retail center, the 790 acre Las Posadas State Forest, and a variety of agricultural enterprises including vineyards, livestock grazing, production of alfalfa and hay, and limited commercial timber harvesting. Country roads and streets wind through pine and fir forests, oak, madrone, and riparian woodlands, hillside vineyards, and chaparral slopes. Conn Creek flows across the Angwin basin and cascades over the Linda Falls before flowing into Lake Hennessey Reservoir. Angwin's overall sense of place and character is derived from its agrarian and forested environment.



Quickly apparent to anyone driving over Caioca Pass or Howell Mountain summit is the presence of the Seventh Day Adventist Pacific Union College and outdoor recreational setting in the Angwin basin. Founded in 1882 and moved to Angwin in 1909, becoming the first college in Napa County, Pacific Union College includes the 150 acre core campus including student and faculty housing, several small businesses, a market and hardware store, the airport, and a large parcel of land reserved as open space. The college's Planned Development zoning was created in order for the college to provide necessary services to their students and ensure that the college would be able to grow should the student body increase in size.

Part of Pacific Union College is the Angwin Airport, second largest in the county and important due to its elevation above the fog that occasionally halts operations at Napa Airport. (Note to readers: updated information on the ownership & management of the airport will be inserted here when available. The County is currently investigating purchase from the College.)

In the past, most of Angwin's residents were associated with the college, the church, or both. In recent years an influx of new residents has resulted in a more diverse mix. Drawn by housing opportunities, the area's village character, and a rich viticultural history of the Howell Mountain AVA Appellation, new Angwin residents share with longtime residents a desire to retain the area's natural beauty. The first Howell Mountain vineyard

Public Review Draft

52-
43

February 16, 2007
DECEMBER



AGRICULTURAL PRESERVATION
AND LAND USE

Comment [PJP3]: Describes the variety of land uses.

Deleted: has the greatest variety of land uses of all the urbanized areas in the unincorporated county.

Comment [PJP4]: First paragraph text to provide a sense of the quality of the environment and character of the rural community.

Deleted: The community has historically been centered around the Seventh Day Adventist Pacific Union College (shown at right) f

Comment [PJP5]: Statement retained from original text, pasted here to improve flow of text.

Comment [PJP6]: Text retained and moved.

Comment [PJP7]: PUC enrollment, per yearly tax filings, has fluctuated around 1500 for the last decade. It has been at least 2 decades since enrollment was at 2300.

Deleted: Enrollment at the college, which has climbed as high as 2,300, is currently (2006) about 1,550 students.

Deleted: ¶

Deleted: Many residents continue to work for the college, although

Deleted: i

Deleted: and

Deleted: small-town

Deleted: rural character.

1 CHANGE IN DEC 2007: ADDS -

"THE COUNTY IS CURRENTLY (2007) INVESTIGATING PURCHASING THE AIRPORT FROM THE COLLEGE AND SEEKS TO PRESERVE THE LONG-TERM VIABILITY OF THE AIRPORT WHETHER IT REMAINS IN PRIVATE OWNERSHIP OR NOT."

was planted in 1876. Several historic stone wineries date to the 1880's. A number of new vineyards and wineries have been developed, and more are likely, in accordance with the General Plan agricultural land use designations for the Angwin area.

West of the college campus is the largest concentration of residences in Angwin, where parcel sizes range from ¼ acre to 6 acres. Angwin was one of several locations in the county identified in the 2004 Housing Element as having the potential to support the development of affordable housing. Two locations in Angwin were identified, with a potential for up to 191 residential units, 60-80 of which could be very low to low affordable housing. The community has one public elementary school that can accommodate up to about 80 students and a fire station with an all-volunteer fire department.

Public Review Draft

~~53~~
44

-February 16, 2007
DECEMBER



Comment [PJP8]: Statement retained from original text; pasted here to improve flow of text.

Deleted: Part of Pacific Union College is the Angwin Airport, second largest in the county and important due to its elevation above the fog that occasionally hails operations at Napa Airport. (Note to readers: updated information on the ownership & management of the airport will be inserted here when available. The County is currently investigating purchase from the College.) ¶

Deleted: In recent years, vineyard development has expanded considerably in Angwin, which lies in the Howell Mountain appellation area. A number of new vineyards and wineries have been developed, and more are likely, in accordance with the General Plan agricultural land use designations for the Angwin area. ¶

Pacific Union College is the largest land holder in Angwin with the main campus, the airport, campus housing and a large parcel of land reserved as open space. The college's Planned Development zoning was created to in order for the college to provide necessary services to their students and ensure that the college would be able to grow should the student body increase in size. ¶

Comment [PJP9]: Most of the above two "Deleted" were actually cut and pasted to improve flow.

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Comment [PJP10]: Based on the 2000 Census, there are 374 existing homes.

Deleted: ½ an

Deleted: Several small businesses, a fire station, and a school are also located in this village-like enclave. ¶

Revised Public Hearing Draft General Plan Update (December 2007)
Policies Specific to Angwin, Page 44-45

Policy AG/LU-57: The County shall recognize and preserve Angwin's rural setting and character while providing opportunities for limited commercial services focused on the Angwin community.

Deleted: seek to maintain

Deleted: supporting continued operation of Pacific Union College and

Comment: PUC is addressed in Policy AG/LU-63 and AG/LU-65. In AG/LU-57 it is unclear what "supporting operation" entails for the County.

Policy AG/LU-58: The "urbanized" area of Angwin is Pacific Union College and adjacent commercial facilities shown on the County's land use map which provides for PUC to retain and expand commercial uses in the Angwin 8.37 acre Plaza, room for expansion of the College's institutional uses (educational and support facilities), and development of residential uses consistent with the County's adopted Housing Element.

Deleted: shall contain

Deleted: (i.e., the college)

Deleted: ,

Comment: Retains current GP LU 4.9a and incorporates SRA submitted proposal and LU Map for Angwin.

Policy AG/LU-59: ~~Notwithstanding policies AG/LU-12, 20, and 111, the Napa County Board of Supervisors may someday place a measure on the ballot asking County voters to consider re-designating the existing, already developed, residential area of Angwin from Agriculture (AWOS) to Rural Residential (RR).~~

Deleted: and limited neighborhood-serving non-residential uses

Comment: Delete BOS sponsored Measure J vote concerning existing residential Angwin.

Policy AG/LU-60: The existing density of development in the Angwin area and the County's desire to be protective of water quality and sustainability of ground water supplies precludes future subdivision activity based on septic tanks and/or wells. Also, the County should encourage replacement of existing septic systems with a wastewater treatment facility as feasible.

Deleted: shall

Comment: The word "municipal" means "of or pertaining to the local government of a town or city. Angwin is unincorporated Napa County.

Policy AG/LU-61: ~~The existing density of development in the Angwin area and the County's desire to be protective of groundwater supplies precludes future subdivision activity that relies on net increases in groundwater use within the urbanized area of Angwin.~~

Deleted: municipal

Comment: Redundant and unnecessary

Policy AG/LU-62: ~~Nothing in this General Plan shall preclude consolidation of private water districts in the Angwin area or changes to their boundaries.~~

Comment: Angwin does not have water districts; for example, Howell Mountain Mutual Water Co, Inc is a Non-profit Mutual Benefit Corporation.

Policy AG/LU-63: The County recognizes the historical significance of Pacific Union College in the Angwin community and will continue to support this time-honored institution and employer in its educational mission.

Policy AG/LU-64: To maintain the rural atmosphere of the Angwin community, the County will not promote policies that encourage land uses that are incompatible with or out of character with the area, recognizing that a large part of the community's character is derived from its wooded and informal setting.

Policy AG/LU-65: The Angwin area should retain a variety of housing types to support residents, students, and employees of Pacific Union College and St. Helena Hospital.

Revised Public Hearing Draft General Plan Update (December 2007)
Policies Specific to Angwin, Page 44-45

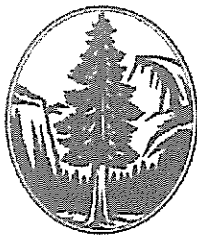
Policy AG/LU-66: The County supports the ongoing operation of Angwin Airport, including any improvements approved by the Federal Aviation Administration within the AV zoning district.

Policy AG/LU-67: The County will continue to maintain a road network to service the needs of Angwin residents and provide accessibility to emergency vehicles.

Policy AG/LU-68: Critical to the protection of the rural agrarian character at the heart of Angwin, the County shall identify each parcel within the Angwin urban designation that has been in continuous agricultural production and re-designate such land(s) AWOS.

Policy AG/LU-69: Critical to the health of the Napa River Watershed, the County shall support measures that serve to preserve and restore Conn Creek, including development of a comprehensive Watershed Assessment and Enhancement Management Plan. The management plan shall minimally address water supply and instream flow protection, erosion and sedimentation, water quality, fishery resources, vegetation and wildlife resources, and recreation, scenic and historic resources.

Comment: The Resource Database provides minimal information specific to the Howell Mt./Angwin area for sound land use planning. This suggested policy would give focus to the health of Conn Creek.



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January 15, 2008

Chair Wagenknecht, Board of Supervisors
Chair King, Planning Commission
1195 Third Street
Napa, CA 94559

Dear Chairs Wagenknecht and King,

We want to thank the members of the General Plan steering committee for their service to the county. While we do have some issues, there is much in this general plan that will allow Napa to face uncertain environmental times with the knowledge, data and tools needed to protect our natural resources.

Today, we focus only on only a few points. First, we strongly urge that the issue of urban use areas – commonly referred to as the urban bubbles – be addressed in the context of this general plan update, rather than being postponed. With dedication and a sustained effort this issue can be addressed while keeping the general plan on track for adoption this year.

We put our land and resources at risk by putting this issue off for another day. Our current general plan is replete with policies and goals that were never implemented or achieved. The only means of ensuring that the urban use areas are reviewed is to, in fact, review them.

Furthermore, the Board and Commission members that will have the most comprehensive understanding of this new general plan are you, who will be considering and adopting it. Postponing the urban use issue will result in it being isolated from a decision on the rest of the general plan, and decided in a context devoid of the discussion and consideration that went into crafting the policies in this plan.

We urge you to address the urban use areas in the context of this general plan update, and not to let this vital issue be left to the vagaries of the future.

Our second concern is that the draft plan still fails to identify ground water availability by watershed. There is no certainty that future water supplies from the Central Valley can be increased to provide for projected growth. Indeed, there is growing concern regarding the maintenance of current water supplies for existing customers. Without a comprehensive assessment of ground water availability, we put current residents at risk and lack the background data necessary to determine appropriate growth levels.

Our final point today relates to Skyline Park. As we all know, we were not successful in acquiring the state land where this park is located. Skyline is an important park for Napa. Its loss would be devastating.

Right now the protection of Skyline Park is listed in the general plan as one of many priorities. One of the options for protecting the park includes use of *park zoning*, a type of zoning that does not now exist. We urge the Board and Commission to consider the merits of adopting a zoning category for parks.

Sincerely,

Elisabeth Frater
Chair, Executive Committee

TRAFFIC ROUNDABOUTS WHY THEY MUST BECOME LOCAL, STATE AND NATIONAL POLICY

Roundabouts are used extensively throughout Europe and many other places in the world. Extensive data from research and the monitoring of existing installation performance have shown that they significantly reduce accidents, traffic delays, fuel consumption, air pollution, maintenance and in many cases construction costs while increasing capacity and enhancing intersection beauty.

In France alone, Roundabouts replace existing intersections at the rate of 3,000 annually. The city of Nantes (pop. 250,000) had 49 such installations by the year 2004.

While Roundabouts are not a suitable solution to every intersection's problems, they have an extremely wide variety of applications.

INTRODUCTION

Nationwide, about 40% of traffic congestion is attributed to bottlenecks defined as locations where traffic is funneled from sections with higher capacities into ones with restricted capacities (*Federal Highway Administration, 2004*). These bottlenecks include stop signs and traffic signals. Existing intersections controlled by stop signs or traffic signals can be converted to Roundabouts.

The modern Roundabout is a circular intersection, distinct from older Traffic Circles and Rotaries. Vehicles entering the Roundabout must yield to those already within the circle.

Roundabout geometry reduces speeds to about 15-20 mph, significantly reduces conflict points and completely eliminates the deadliest T-point crashes. Approach and exit points are outfitted with splitter islands making for safer pedestrian crossings whereby a pedestrian needs to monitor only a one-way traffic stream (first left, then right) at all times.

Roundabouts provide substantial traffic flow benefits by facilitating conflicting traffic streams to safely merge without the stop-and-go conditions caused by stop signs and traffic signals. By eliminating left turns Roundabouts eliminate delays caused by left-turning vehicles waiting for safe gaps in oncoming traffic. As a result, evaluations of intersections converted to Roundabouts from stop signs and traffic signals have reported significant reductions in vehicle delay, traffic congestion, fuel consumption and pollution.

SAFETY

A recent study by the *Insurance Institute for Highway Safety (IIHS)* based in Arlington, VA, *Crash Reductions Following Installation of Roundabouts in the United States* evaluated changes in motor-vehicle crashes following conversion of 24 intersections from stop sign and traffic signal control to modern Roundabouts. The settings, located in 8 states, were a mix of urban, suburban and rural environments. The before-after study found significant reductions of 39% for all crash severity combined and 76% for all injury crashes. Reductions in the number of fatal and incapacitating injury crashes were estimated to about 90% (www.iihs.org).

A 2001 study commissioned by the same institute of 23 intersections in the United States which were converted to Roundabouts reported that injury crashes were reduced by 80% and all crashes by 40% (*Persaud B.N. et al: Safety effect of Roundabout Conversions in the United States. Transportation Research Record 1751:1-8, 2001*).

Similar results of 75% reductions in injury crashes and 37% decreases in total crashes at 35 conversions in the U. S. were reported by (*Eisenman S. et al: "Operational and Safety Performance of Modern Roundabouts and Other Intersection Types, 2004, New York State Department of Transportation SPR Project C-01-47*).

Other studies have shown similar results for all injury crashes 75% in Australia and 86% in Great Britain. (www.roundaboutsusa.com).

Other studies of intersections in Europe and Australia that were converted to Roundabouts have reported 41-61% reductions in injury crashes and 45-75% reductions in severe injury crashes (*Federal Highway Administration, 2000. Roundabouts Report no. RD-00-067, Washington, DC.*).

PEDESTRIAN SAFETY

As mentioned above, the division of the pedestrian crossing in two stages by means of splitter islands makes for much safer pedestrian as well as dismounted bicycle crossings. The same applies to handicapped crossings via ramps to the splitter islands combined with refuge areas as handicapped people, as well as the elderly, need longer times to cross a roadway from one side to the other.

Studies in Europe indicate that, on average, converting conventional intersections to Roundabouts can reduce pedestrian accidents by about 75%. (*Brilon W; Stuwe B; and Drews; 1993. Sicherheit und Leistungsfähigkeit von Kreisverkehrsplaetzen FE Nr 77359/91, Ruhr-University, Bochum, as*

summarized by Elvik R., 2003 and Schoon C; et al 1994, The Safety of Roundabouts in the Netherlands. Traffic Engineering and Control 35: 142-48).

To a large part contributing to the superior safety of Roundabouts is the reduced speed by which traffic flows within the circle (15-20 mph) and the reduced speed at the approaches signaled by the splitter islands and the visual interruption by the center circle design from a distance.

TRAFFIC FLOW AND CAPACITY

By safely yielding at the entry of a Roundabout rather than having to halt for stop signs or traffic lights and by eliminating the need to stop for left turns, the steady flow of traffic is facilitated and capacity increased.

Several studies commissioned by the *Insurance Institute for Highway Safety* and others on monitoring the performance of conversions by comparing original data to post-conversion data report significant improvements.

A study of three intersections in New Hampshire, New York and Washington DC where Roundabouts replaced traffic signals or stop signs found an 89% average reduction in vehicle delays and 56% average reduction in vehicle stops (*Retting R.A. et al; Traffic Flow and Public Opinion; Newly Installed Roundabouts in New Hampshire, New York and Washington, 2005; IIHS, Arlington VA*).

A study of 11 intersections in Kansas found a 65% average reduction in delays and a 52% reduction in vehicle stops after Roundabouts were installed (*Russell E.R. et al; Operational Performance of Kansas Roundabouts: Phase II Report no. K-TRANS KSU-02-04, 2004; Kansas State University*).

A recent *IIHS* study documented *missed opportunities* to improve traffic flow and safety at 10 urban intersections suitable for Roundabouts where either traffic signals or major modifications to signalized intersections were made instead (*Bergh C. et al; Continued Reliance on Traffic Signals: The Cost of Missed Opportunities to Improve Traffic Flow and Safety at Urban Intersections, 2005; IIHS, Arlington, VA*). The study estimated that the missed opportunities at these 10 intersections resulted in vehicle delays of 62-74%. This is the equivalent to approximately 325,000 hours of vehicle delays on an annual basis.

Such delays have profound, yet to be quantified social implications and effects on the local, state and national economies.

VEHICLE FUEL CONSUMPTION, EMISSIONS & POLLUTION

Vehicle delays translate into significant increases in wasted fuel consumption, vehicle emissions and pollution.

In one study, replacing one small, signalized intersection with a Roundabout, reduced carbon monoxide emissions by 29% and nitrous oxide emissions by 21%. (*Varhelyi A.; The Effects of Small Roundabouts on Emissions and Fuel Consumption: A Case Study, 2002. Transportation Research Part D: Transport and Environment 7:65-71*).

In another study, replacing traffic signals and stop signs with modern Roundabouts reduced carbon monoxide emissions by 32%, nitrous oxide emissions by 34%, carbon dioxide emissions by 37%, and hydrocarbon emissions by 42% (*Mandavilli S. et al; Modern Roundabouts in the United States: an Efficient Intersection Alternative for Reducing Vehicular Emissions, 2004. Poster presentation at the 83rd Annual Meeting of the Transportation Research Board, Washington D.C.*).

Constructing Roundabouts in place of traffic signals can reduce fuel consumption by about 30%, see: (*Mandavilli above and Niittymaeki J. et al; Estimating Vehicle Emissions and Air Pollution Related to Driving Patterns and Traffic Calming, 1999. Presented at the Urban Transport Systems Conference, Lund, Sweden*).

At 10 intersections studied in Northern Virginia, this amounted to more than 200,000 gallons of fuel annually (*Bergh C. et al; Continued Reliance on Traffic Signals: The Cost of Missed Opportunities to Improve Traffic Flow and Safety at Urban Intersections, 2005. IIHS*).

Additional findings of the same study concluded that vehicle delays would have been reduced by 62-74% resulting in 300,000 hours of vehicle delay on an annual basis and fuel consumption of 200,000 gallons with commensurate reductions in vehicle emissions.

HEALTH BENEFIT CONSIDERATIONS

On average, since the studies cited above represent a cross section (urban, suburban, rural) one can make a rough assumption that a Roundabout on average can effect a reduction of more than 1/3rd in the known **carcinogens** of carbon monoxide, carbon dioxide, nitrous oxide and hydrocarbons per intersection. This is a **significant** improvement.

ETHICAL CONSIDERATIONS

Based on previous research on crash risks, the *Insurance Institute for Highway Safety* has estimated that the construction of Roundabouts in place of traffic signals at five Northern Virginia intersections for which crash data

the annual reductions in fuel consumption would be 5 million gallons and the vehicle delays would be reduced by 8 million hours.

When one follows the debate over mandatory requirements for all segments of industry to produce more energy efficient products from refrigerators to automobiles, it seems compelling and responsible **for government at all levels** to institute policies and programs towards that same end.

If one considers the additional benefits to the population at large in terms of safety, the savings in commuting (with its social implications) and general transportation times, the associated health benefits and lately the universal responsibility of taking steps to reduce the effects of Global Warming, the benefits of Roundabouts are unmatched by any **single policy** enactment.

With his 2007 speech at the United Nations and through other comprehensive legislation, Governor Schwarzenegger of California has taken a leading role in the United States in the efforts to alleviate the causes of Global Warming. At the very least, a strong and **immediate policy** to consider the feasibility of Roundabout conversions wherever any **intersection improvements are contemplated** is imperative.

Note:

The above document is being issued by the:

CALISTOGA VITALITY GROUP

www.calistogavitalitygroup.org

It was researched by members:

George Caloyannidis and

Dieter Deiss

It is largely based on the findings of research conducted by the

Insurance Institute for Highway Safety, Arlington, VA

Roundabouts USA

Cete de l'Quest, French Ministry of Transportation

ADDENDUM

The following is an excerpt from a research document by the **Insurance Institute for Highway Safety in Arlington, VA. (IIHS)**. It answers several questions, not addressed in the main document of the report which community members often ask when presented with the prospect of a Roundabout.

1) DO DRIVERS FAVOR ROUNDABOUTS?

Drivers may be skeptical, or even opposed to Roundabouts when they are proposed. However opinions quickly change when drivers become familiar with them. A 2002 Institute study in three communities where Roundabouts replaced stop sign-controlled intersections found **31%** of drivers supported the Roundabouts **before** construction compared with **63%** shortly **after**. A more recent study surveyed drivers in three additional communities where Roundabouts replaced stop signs or traffic signals. Overall **36%** of drivers supported the Roundabouts **before** construction compared with **50%** shortly **after**. Follow-up surveys conducted in the six communities after Roundabouts had been in place for **more than one year** found the level of public support increased to about **70%** on average.

2) HOW DO ROUNDABOUTS AFFECT OLDER DRIVERS?

Intersections can be especially challenging for older drivers. Relative to other age groups, senior drivers are overinvolved in crashes occurring at intersections. In 2004, about 50% of drivers 80 and older in fatal crashes were involved in multiple-vehicle intersection crashes, compared with 24% among drivers younger than 70. Older drivers' intersection crashes often are due to failure the right-of way, particularly at left turns and entering busy thoroughfares from cross streets. Roundabouts eliminate these situations entirely. A recent study in six communities where Roundabouts replaced traditional intersections found that about 66% of drivers 65 and older supported the roundabouts. Although safety effects of Roundabouts specifically for older drivers are unknown, the 2001 Institute study of 23 intersections converted from traffic signals or stop signs to Roundabouts reported the average age of crash-involved drivers did not increase following the installation of Roundabouts, suggesting Roundabouts may not pose a problem to older drivers.

3) CAN ROUNDABOUTS ACCOMMODATE LARGER VEHICLES?

Yes. To accommodate vehicles with large turning radii such as trucks, buses and tractor-trailers, Roundabouts provide an area between the circulatory roadway and the central island, known as *truck apron*, over which the rear wheels of these vehicles can safely track. The *truck apron* is generally composed of a different material texture than the paved surface, such as brick or cobble stones, to discourage routine use by smaller vehicles.

CVG Note:

Large delivery trucks and tractor-trailers usually require a 45 foot interior turning radius. It is physically impossible for such vehicles to negotiate a right turn from and to a 2-lane road without the vehicle encroaching on the opposing lane.

4) WHAT ARE IMPEDIMENTS TO BUILDING ROUNDABOUTS?

Despite the safety and other benefits of Roundabouts, as well as the high level of public acceptance once they are built some states and cities have been slow to build them, and some are even opposed to building them. The principal impediment is the negative perception held by some drivers and public officials. Transportation agencies also have long been accustomed to installing traffic signals, and it can take time for deeply rooted design practices to change.

5) ROUNDABOUTS IN CALIFORNIA?

CVG Note:

Several communities in California are beginning to realize the benefits of Roundabouts with sporadic installations in Petaluma, Truckee, Grass Valley and others.

The city of Davis has 5 Roundabouts (2 in significant traffic situations) and the city of Chico has engaged the firm RTE to design 15-20 Roundabouts.

6) WHAT ARE APPROPRIATE LOCATIONS FOR ROUNDABOUTS?

Roundabouts are appropriate at most intersections, including high crash locations and intersections with large traffic delays, complex geometry (more than four approach roads, for example), frequent left-turn movements, and relatively balanced traffic flows. Roundabouts can be constructed along congested arterials in lieu of road widening.

HILLARY

Richard Winn

143 Saint Thomas Way ~ Tiburon, California 94920 ~ richardwinn@comcast.net

January 14, 2008

Napa County Board of Supervisors
County Administration Building
1195 Third Street, Suite 310
Napa, CA 94559

RECEIVED

JAN 18 2008

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

JAN 16 2008

Re: Angwin Urban Bubble

cc: BAS
N. Watt
J. Stelmar

Dear Board of Supervisors:

My investment in the Napa Valley covers five generations. My grandparents lie in the St. Helena Cemetery. My grandchildren are enrolled in the St. Helena School district. In between, my daughter and her family have lived and worked in the Valley for a dozen years and my wife and I own a soon-to-be-retirement home in St. Helena. It matters greatly to us that this lovely part of the world be preserved through wise planning for its long-term future.

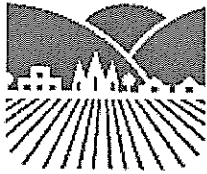
Our family is certain that a thriving liberal arts college is a key component of such a future. We have seen Pacific Union College contribute much to the culture and workforce of the region and we believe it deserves the full support of those who benefit in so many ways from its presence. Having spent my professional career in higher education, I know that independent colleges such as PUC are under enormous financial threats, with many of them closing down each year across the nation. It would be a tragic loss to the entire valley if PUC were to shrivel and fade as a result of short-term planning.

We understand that PUC does not have a large cash endowment. It does, however, hold land that can be wisely used to ensure its future. We urge the Supervisors at their General Plan meeting on March 4 to act fairly and wisely on behalf of a college that, for more than a hundred years, has prepared young people who are making a positive difference in our world.

Sincerely,



Richard Winn, EdD



CITY of NAPA

CITY MANAGERS OFFICE

955 School Street, P.O. Box 660
Phone: (707) 257-9530 FAX 707-257-9522
Napa, CA 94559-0660

HILLARY
RECEIVED

JAN 29 2008

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

January 24, 2008

Napa County Board of Supervisors and Planning Commission
c/o Hillary Gitelman, Director, Conservation, Planning and Development Department
1195 Third Street
Napa, CA 94559

Re: Draft General Plan

Dear Ms Gitelman,

As the County Planning Commission and Board of Supervisors consider the draft General Plan, we would like to draw your attention to three policies regarding the Airport Industrial Area and County/cities coordination.

1. The City previously commented¹ that the General Plan lacks definitive land use policies to guide the future of the County's largest urban development area—the Airport Industrial Area. Given its size and remaining vacant lands, development there has major countywide impacts on housing and traffic, etc. In addition, the AIA provides key support to the County's economy as the storage, distribution and related businesses center for the County's agriculture.

While draft General Plan policies describe the AIA as an "industrial area"(AG/LU-38); support concentration of industrial uses in the South County (AG/LU-93); provide for buffering or compatibility of new uses with industrial uses (AG/LU-95); describe Industrial land uses (AG/LU-51) as "Industry, *limited commercial* and related facilities which are ancillary to the primary industrial uses, agriculture, wineries."; and state that ancillary uses shall be business park supporting (E-10), the primary General Plan policy relating to the future of the AIA (AG/LU-96) references the AIA Specific Plan "as amended". Since there is no amendment date, this allows the Specific Plan to be amended in the future and guide the General Plan. In addition, the latest draft policy discusses regional retail and tourist serving uses.

To be specific: Policy AG/LU-96 now states: **"Consistent with the County's 1986 Airport Industrial Area (AIA) Specific Plan, as amended, the County will *encourage* industrial use and *limit* tourist-serving uses and regional retail uses."** This open ended language appears to open the door for tourist serving and regional retail uses, as long as they are "limited". We do not believe this is the County's intent, as region serving retail uses have never been proposed by the AIA Specific Plan and are not contemplated in the Plan EIR. The 2004 AIA amendment prohibits outlet stores, automobile sales or any other regional or tourist serving commercial uses. Further, while it recognizes the Montalcino Resort approval, and a 100 room business serving hotel in the Gateway Commercial node, the 2004 Plan precludes further hotels or motels.

The 1986 AIA Specific Plan *Overview* recognizes the economic importance to the County and region of the airport area as the principal unincorporated location for industrial development, and states it is intended to accommodate Business/Industrial Park and General Industrial uses.

¹ Comment Letter BB, Exhibit A, p. 6, #12, and in a September 10, 2007 letter to the Commission

We request that the General Plan support this intent and be clearer about this area's future. For example, AG/LU-96 might be revised to state:

"The Airport Industrial Area is planned for industrial and business/industrial park uses that support Countywide agricultural economic interests and provide for future countywide industrial and business park needs, consistent with the 1986 Airport Industrial Area Specific Plan (AIASP). In 2004, the AIASP was amended to recognize two planned hotels; and a long standing open area market is anticipated to continue as an interim use until reuse is proposed. However, future ancillary commercial uses are to be locally-serving, that is, to support or serve the industrial and business park uses."

Evolution of Policy AG/LU-96 in the draft General Plan

August, 2006 draft:

"Consistent with the County's Airport Industrial Area (AIA) Specific Plan, the County will encourage industrial and locally-serving uses consistent with a business park and prohibit region-serving or tourist uses."

February, 2007 draft:

"Consistent with the County's Airport Industrial Area (AIA) Specific Plan, the County will encourage industrial and locally-serving uses consistent with a business park".

July, 2007 draft:

"Consistent with the County's 1986 Airport Industrial Area (AIA) Specific Plan, as amended, the County will encourage industrial and locally-serving uses consistent with a business park".

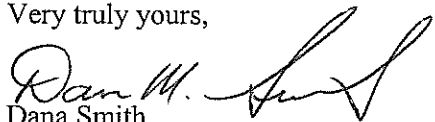
December, 2007 current draft:

"Consistent with the County's 1986 Airport Industrial Area (AIA) Specific Plan, as amended, the County will encourage industrial use and limit ~~and locally-serving uses consistent with a business park~~ tourist-serving uses and regional retail uses.

2. Regarding AG/LU-127, we continue to request that County policies recognize the need to coordinate with cities within city planning areas as well as within local growth boundaries or Spheres of Influence. For the City of Napa, both the Napa Pipe and Boca/Pacific Coast Properties are immediately adjacent but outside the City's urban limit line and sphere.

3. Regarding Agricultural Land, AG/LU-4 states: "The County will reserve agricultural lands for agricultural use including land use for grazing, except for those lands south of Soscol Ridge which are shown on the Land Use Map as planned for urban development." The City had previously asked that this policy exclude lands currently used for grazing but ultimately planned for urban development within the City's RUL. The EIR response to this request was that this is unnecessary, since the RUL for the City is addressed in AG/LU-128, which recognizes the RUL and agrees that unincorporated land within the RUL will not be further urbanized without annexation to the city. This may be viewed as an internal inconsistency. We request that the County consider: "The County will reserve agricultural lands for agricultural use including land use for grazing, except for those lands south of Soscol Ridge or within City growth boundaries which are shown on the Land Use Map as planned for urban development."

Very truly yours,

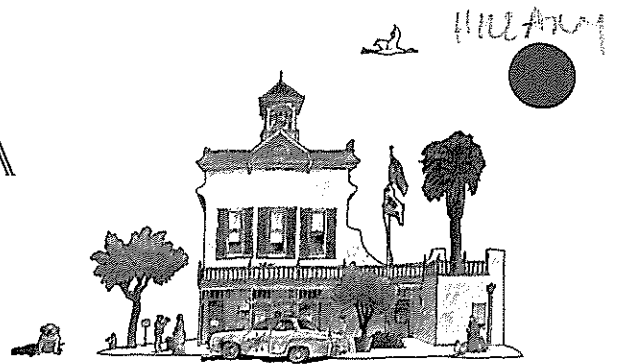


Dana Smith

Assistant City Manager, Development Services

CITY OF CALISTOGA

1232 Washington Street • Calistoga, CA 94515
707.942.2800



January 28, 2008

Hillary Gitelman, Director
Office of Conservation, Development and Planning
County of Napa
1195 Third St., Suite 210
Napa, CA 94559

RECEIVED

JAN 29 2008

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

Subject: Napa County Revised General Plan Comments

Dear Hillary:

We would like to thank the County of Napa for forwarding to the City of Calistoga a copy of the Revised General Plan Update and Final Environmental Impact Report. On January 9, 2008, the City's Planning Commission conducted a review of the County's responses to the City's comments forwarded to your office in June 2007 and selected policies in the Revised General Plan Update. Once again, the primary focus of the Commission's review was on those policies that staff identified as potentially affecting city/county interface.

Based on this review, the Planning Commission had the following comments in light of City Council direction provided on June 18, 2007:

1. Policy CIR-13: The County seeks to provide a roadway system that maintains current roadway capacities in most locations, and is both safe and efficient in terms of providing local access. The following list of improvements, illustrated as the County's ultimate road network in Figure CIR-1, has been supported by policy makers within the County and all five incorporated cities/town, and will be implemented over time to the extent that improvements continue to enjoy political support and funding becomes available:

South of Napa

The City has no comments on this section.

North of Napa

- Intersection improvements to improve safety and traffic flow at the intersections of State Route 29 and Silverado Trail with Oakville Grade, Oakville Cross Road, Rutherford Cross Road, Yountville Cross Road, and Deer Park Road.

- Construct safety and flow improvements to SR29 between Oakville and St. Helena.
- Develop and implement methods to divert traffic from downtown St. Helena to reduce congestion and improve intra-county traffic flow.

The City requests that the first bullet also include references to State Route 128 and Petrified Forest Road, State Route 29 and Silverado Trail with the following intersections: Dunaweal and Lincoln Avenue, and State Routes 128 and 29 with Tubbs Lane to recognize and accommodate any future safety improvement needs.

Furthermore, the City requests that the following fourth bullet be added to show County support for assisting the City in working with Caltrans to develop and implement methods to divert truck traffic from downtown Calistoga in order to reduce congestion and improve traffic flow.

- Develop and implement methods to divert truck traffic from downtown Calistoga in order to reduce congestion and improve traffic flow.

Countywide

- Install safety improvements on rural roads and highways throughout the county including but not limited to new signals, roundabouts, bike lanes, shoulder widening, softening sharp curves, etc.

The City requests that the term "bikeways" be specified as a candidate for the future installation of safety improvements, since Class I and Class II bikeways typically cross rural roads and highways.

2. With respect to promoting traffic flow and improving intersection safety, as well as, taking proactive measures to address climate protection issues, the City further requests that a policy be added that focuses on the conversion of at least 10% of major stop sign and traffic-signal controlled intersections to "Roundabouts", especially intersections at which substantial greenhouse gases, emissions, safety and traffic calming benefits are deemed necessary.

Furthermore, the City is requesting that this policy also be referenced in the Conservation Element under "Climate Protection and Sustainable Practices for Environmental Health Goals and Policies".

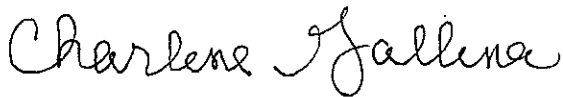
3. Goal CIR-3: The County's transportation system shall encompass the use of private vehicles, local and regional transit, paratransit, walking, bicycling, air travel, rail, and water transport.

Ms. Gitelman, Director
January 28, 2008
Page 3

The City requests that a policy be added that endorses the preparation of a light rail feasibility study to determine future feasibility of providing rail service in Napa Valley.

Once again, thank you for the opportunity to participate in the creation of your General Plan. Please do not hesitate to contact me at 942-2827 if you have any questions about our correspondence.

Sincerely,

A handwritten signature in cursive script that reads "Charlene Gallina".

Charlene Gallina
Planning & Building Director

Cc: City Council
Planning Commission
James C. McCann, City Manager



NAPA COUNTY FARM BUREAU

811 Jefferson Street Napa, California 94559 Telephone 707-224-5403 Fax 707-224-7836

January 29, 2008

Mr. Jim King
Napa County Planning Commission Chairperson
1195 Third St., Suite 210
Napa, CA 94559

Dear Mr. King and Planning Commissioners,

Napa County Farm Bureau submits these additional comments on the county's General Plan Update document and Final EIR. Our main concern centers on the primary issue of the amount and pacing of the county's future growth and the high growth numbers defined in the preferred alternative of the FEIR. Napa County's long tradition of slow and city-centered growth has served us well in protecting our quality of life and our agricultural economy. Our future planning document should continue to reflect those core principals.

We urge you to reexamine the growth projections, particularly the job growth numbers as outlined in Appendix B of the DEIR. While the Keyser Marston study offers an in-depth look at industrial land development, we believe that this study misstates the job growth by projecting an inaccurate categorization of various job sectors in the unincorporated area and by not calculating for varying economic cycles. Indeed, page 3 of this report offers a disclaimer stating no guarantee on the report's accuracy and that the analysis assumes no national or regional economic downturns. Clarifying the job growth numbers is important, as it will help us retain an appropriate allocation of housing in future Regional Housing Needs Assessment by ABAG.

The General Plan recognizes the importance of economic vitality to our future, and clearly states that grape-based agriculture is the primary industry in the county. Therefore, policies that ensure the retention of our core ag-based economy are recommended. We offer the following amendments to the General Plan to achieve a more sustainable projection of growth and to achieve Economic Goal 1 which is, "Maintain and enhance the economic viability of agriculture."

1. Add language in the General Plan that clearly states that the FEIR's Preferred Alternative growth numbers are not defined numbers of planned growth for the unincorporated area, but merely an upper limit of growth for the analytical purpose of studying potential environmental impacts in the EIR.
2. Add a new policy in the Economic Development element that ties future job growth to our primary winegrape industry and reserves development potential in the county's industrial/commercial land use designated areas to support this vital sector.

3. Add a new policy that places an AWOS designation on some undeveloped parcels in the AIA, thereby reserving some industrial growth potential for the years beyond the timeline of this General Plan update.

Parcels with already vested development rights in the AIA are acknowledged and would not be appropriate for this re-designation.

4. Amend Action Item E 13.1 on page 203 to be more specific and require periodic reporting which analyzes the type of jobs created in the county and the wage scale of those jobs.
5. Amend the South County Industrial Area map on page 61, which shows a large Industrial Reserve area outside and to the east of the Airport Industrial Area Specific Plan boundary. These parcels are either golf courses or ag parcels and should be re-designated to AWOS.
6. Amend Goal E-2 (pg. 202) to read, "Develop and promote a diversity of business opportunities, *which do not conflict with agriculture.*"
7. Add an additional policy that states the "preferred" rate of growth is ½ % based on historic growth records for the unincorporated areas, and that the 1% growth rate represents a high-end cap.
8. As to the issue of the so-called urban bubbles, we recognize the legal concerns about meeting the county's state mandated housing requirements and standards for sufficiency of the General Plan. We reiterate and further clarify our letter of July 23, 2007 that the county prioritize ("A" not "B" rated implementation measure) and accelerate the re-evaluation and re-designation of the other 10 "bubble areas" to remove urban designations from agricultural lands. A "study area" designation should be placed on those areas until the thorough re-evaluation is completed and if necessary "urban bubble" areas adjacent to cities could be retained for future consideration of housing needs.

The eight points above are all directed to reduce the potential for undesired high growth numbers for jobs, population and housing in the unincorporated area and to achieve the vision articulated in the General Plan of *conscientiously preserving the agricultural lands and rural character that we treasure.*

Below are further recommendations for amendments to the General Plan, reflecting our review of the December 2007 draft document.

9. Delete Policy LU-41 (pg. 36) regarding tourist facilities in the county. The policy is too vague and "tourist facilities" is not defined. The policy is redundant, as support for our tourism industry is stated in Policy E-2, Policy E-3, Policy E-20 and Policy E-22.
10. To address the issue of adequate buffers between ag and other uses, we recommend adding the following policy and implementation measure in the Ag & Land Use element.

Policy: Where proposed residential, commercial or industrial development abuts lands devoted to agriculture production, the non-agricultural uses shall be required to incorporate buffer areas to mitigate potential land use conflicts as conditions of approval

for subdivision or use permits. The type and width of buffer areas shall be determined based on the character, intensity and sensitivity of the abutting land uses.

Implementation Measure: The county will 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.

In our comment letter of June 18, 2007, Farm Bureau requested ag buffer language be added to Circulation Policy 3.9 regarding using abandoned rights-of-way for trails. That request was not accepted. Cir. Policy 3.9 is now Policy Cir-34 (pg. 113) in the December 2007 GP document. With the potential for more non-motorized trail access, we again respectfully ask for an ag buffer policy in the General Plan.

Thank you for your careful consideration and the opportunity to comment.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized capital 'P' followed by a horizontal line and a small dot.

Peter Nissen
NCFB President

cc: Napa County Board of Supervisors
Hillary Gitelman, Napa County Planning Director
NCFB Directors
John Gamper, California Farm Bureau Federation Director of Taxation & Land Use

SUBMITTED
AS PUBLIC
COMMENT
1/30/08

January 29, 2008

Napa County Planning Commission
1195 Third Street
Napa, CA 94559

RE: Napa County General Plan Update

Dear Chairman King and Planning Commissioners:

Thank you for giving me the time to speak before you this evening. I know your focus at this meeting will be the Urban Bubbles and Growth Projections.

1. Firstly, I apologize for missing meetings earlier this month as I know this first question/issue was already discussed. But I must try and understand and hope to clarify the wording on Policy AG/LU-40 on page 34 of the Draft GP. The Policy was modified from earlier versions to say that the Hess Vineyard land shall be designated AWOS but re-designated Industrial if Flosden/Newell Road is extended north of Green Island Road.

I would like to suggest the **but** be changed **but may**. In today's wording, it appears that a road extension will automatically change the land use designation on this parcel. And this may be the first and only place this exists in the GP. The **but may** wording I suggest leaves open that option and is more permissive than re-directive.

2. Page 25 – A Plan For The Future. This may seem insignificant, yet I feel a change in wording in this paragraph makes it more consistent with the GP's overall vision. My suggestion is to mention agriculture before residential & employment growth.

So this sentence would read "Well into the future, Napa County will be a place where agriculture is the primary land use, where a vast majority of the county is open space, and where residential and employment growth is concentrated in the incorporated cities and existing urbanized areas of the county."

3. Policy CC-7, page 130, "The County seeks to strengthen the arts community and encourages incorporation of art into the design of new public buildings."

Thank you very much for the inclusion of this policy but it seems a bit limited in scope. I would like to suggest that parks and trails be included in this statement.

4. Now to the hot topics of tonight – Urban Bubbles:

Rather than have a long, and potentially costly process to address most of the urban bubbles – I am hopeful that the Planning Commission can establish a strategy that would significantly reduce the number of issues remaining. For example: strategies that would acknowledge that housing is important where the bubbles have existing services like water and adequate roadways. Remove Ag land from bubbles not contiguous with the cities. Deal with the easy ones now leaving only a few, more complex bubbles for a comprehensive analysis.

5. Growth Projections. The staff report outlines some of the complexities and risks of growth projections. The graph on page 22 shows a consistent and alarming rate of job growth – and notes this as a conservative estimate.

These growth figures here and throughout the GP should be more accurately represented as a **worst case scenario** vs implying that this is what we want to happen. Looking at the graph it's obvious that in the 1980's and 1990's there were slow years. While 1995-2000 reflects an abnormal growth spurt.

I appreciate staff's concern about changes in the GP that might require a recirculation of the EIR. This should not be one of them. The EIR was circulated with five growth scenarios that ranged from a very slow, almost no growth pattern to a highly accelerated one.

It should be pretty obvious from editorials, articles, and letters to local papers - that our citizens are very concerned about growth. I don't think we should be approving a General Plan that indicates an expected explosion in job growth with the resulting explosion in housing growth.

Thanks and regard,



Eve Kahn
3485 Twin Oaks Court
Napa, CA 94558

The predictions of industrial growth in the unincorporated areas of the County are probably not accurate. These predictions are based on the Keyser Marsten report of May, 2006.

There are two basic faults with basing a 25 to 30-year prediction on this report. Both come as a result of the selection of 1985-1995 and 1995-2005 as the study intervals.

First, the City of American Canyon was incorporated in 1990, and by using the time frame of 1985-1995 there is the possibility that the estimates of the impact of this division are not completely accurate. There are not sufficient notes on how this was done to inform the reader. For example, the building trend was warehousing, how did it treat a building begun under a County permit, but finished after the incorporation?

Secondly, by the intervals selected, the averages in the tables and graphs showing Industrial Land Demand, on which the projections are based, ignore the underlying business cycle of the times.

In '85-95 there was a slower growth rate of 11% growth of the Dow Jones Index, and a 22 month slow period. In '95-05 the Dow Jones grew 20%, with only a 14month slow period. This was the highest longest steep run in our history, except for the 1920's just before The Crash. Thus the true growth rate that should be projected for industrial demand would probably be closer to an average of the 14% and the 23%, (16.5%). Note that the graph uses higher RATES for each decade, which is not a true picture of our economic history.

SUGGESTIONS:

Select the Alternative within the EIR which is much more conservative; or:

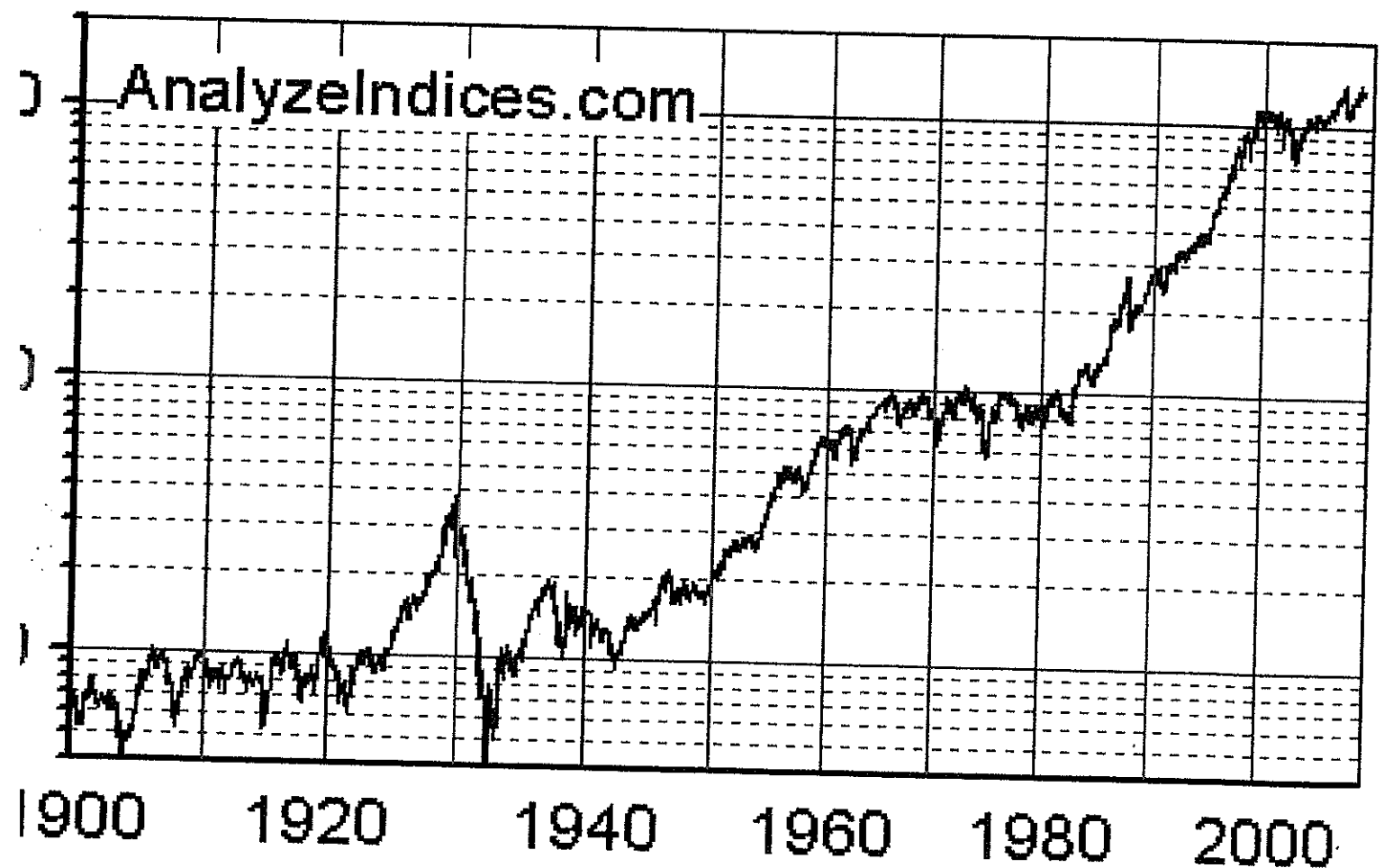
State in the Implementation Section that a new evaluation of actual demand rates from 1990 thru 2010, will be done in 2010, and the predictions will be revised .

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y of the Dow Jones Industrial Average: 1900 - 2000



Department of Statistics at Carnegie Mellon Univ., Quote.com, Yahoo!. You can perform statistical analysis of the Dow historical data. Click here to download the Dow Jones history file. In the file are the closing prices starting January 3, 1900. It is organized like:

Ho

*Inaccurate: due to Lm Lyr in 1770 and
Dow Jones*

Historical Industrial-Zoned Land Absorption (Gross Acres)

	Pre-1985	1985-1994		1995-2005	
Unincorporated Napa County	852 Ac.	140 Ac.	14 Ac./Yr.	250 Ac.	23 Ac./Yr.
City of Napa	113 Ac.	165 Ac.	16 Ac./Yr.	93 Ac.	8 Ac./Yr.
City of American Canyon	N.A.	72 Ac.	7 Ac./Yr.	135 Ac.	12 Ac./Yr.
Total Napa County	965 Ac.	377 Ac.	38 Ac./Yr.	478 Ac.	43 Ac./Yr.

In summary, land absorption on an annual basis for the three major industrial locations went from 38 acres per year during the 1985 to 1994 period to 43 acres per year during the 1995 to 2005 period. This represents a 13% increase from one period to the next.

Historical Building Construction (Square Feet)

	Pre-1985	1985-1994		1995-2005	
Unincorporated Napa County	.5 M SF	1.1 M SF	107K SF/Yr.	2.9 M SF	263K SF/Yr.
City of Napa	1.0 M SF	1.5 M SF	147K SF/Yr.	.9 M SF	84K SF/Yr.
City of American Canyon	N.A.	.9 M SF	90K SF/Yr.	2.4 M SF	217K SF/Yr.
Total Napa County	1.5 M SF	3.4 M SF	343K SF/Yr.	6.2 M SF	564K SF/Yr.

Industrial building space construction went from 343,000 sq. ft. per year to 564,000 sq. ft. per year, or a 64% increase from one period to the next. As will be demonstrated, this increase is partly a function of more warehouse space which is built at a higher FAR than other industrial building types, and an increase in land utilization in general.

Land Utilization

A notable trend over these periods has been the increase in land utilization as the area matures. FAR (building area to land area) relationships have increased with each period. Development experience in the early periods produced far lower FARs than is typical in industrial and business parks. This was due to a number of factors, such as uses developed with outdoor storage, older uses developed when land was less expensive, and land purchased for expansion or additional buildings in the case of more recent activity, etc. However, development densities have increased as the County has become more built out and "matures" and existing built parcels have become more highly utilized, as illustrated by the following:

- As of 1985, the average FAR was extraordinarily low, or 0.04 to 1.
- During the 1985 to 1994 period, the average FAR was 0.19 to 1 or slightly under 0.2.
- In the post-1994 period, the FAR of newly developed parcels doubled to over 0.4. Much of the increase can be attributed to the large amount of warehouse space which was developed at a FAR in excess of 0.45:1.

78
78

Effect of higher increase

² Net available acres have been adjusted for estimated Intensification (179 acres) and loss of undevelopable/undesirable land (315 acres) per tables JII-3 and JII-4. The City of American Canyon's November 2005 Pending and Potential Projects list includes projects on 53 acres in the GILP. It is assumed that 75% of these acres, or 8 acres per year, will be completed from 2006 - 2010. After this, it is estimated that absorption of Demand will taper off as availability becomes constrained.

³ The City of American Canyon's November 2005 Approved Project Status Report and Pending and Potential Projects list include approved projects on 19 acres and a project under discussion on 5 acres. It is assumed that projects will continue to be approved from 2006 - 2010, with slightly less than half of those approved, or 8 acres, completed each year. Demand is estimated to continue to increase until 2021 - 2025, after which it may stabilize as availability becomes constrained.

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SUBMITTED
AS PUBLIC
COMMENT
1/30/08

SAVE RURAL ANGWIN
P.O. Box 222
Angwin, California 94508

January 30, 2008

To: Napa County Planning Commission, c/o Chairperson
Napa County Planning, Development and Conservation Dept

From: Save Rural Angwin (SRA), Paula J. Peterson for Allen Spence,
Spokesperson

Subject: Revised DGPU December 3, 2007, Public hearing re growth
projections/policies and bubbles

Save Rural Angwin (SRA) recognizes the dilemma facing the County in its efforts to manage growth and balance all of the competing needs. We share concerns for ensuring moderately priced housing for workforce, now and in the future.

One of the factors impacting growth is the "bubbles". We strongly support addressing all of the bubbles in THIS GPU process. In the staff report for today, pages 6 & 7, options are provided for your consideration. SRA suggests another option comprised of components of options identified in the staff report and different than as currently proposed in the Revised GPU AG/LU-114.1 Action Item.

As you know, there are two types of bubbles: (1) those contiguous to incorporated areas; and (2) those non-contiguous to incorporated areas or "floating" out in AWOS.

The five bubbles contiguous to incorporated areas should be retained as they presently exist for future consideration of housing needs. All land inside these bubbles should be fully examined for appropriate zoning.

Six bubbles that are non-contiguous to incorporated cities should be designated as "Study Areas". A comprehensive look at their individual appropriateness for "SMART" land use and zoning should be undertaken. Consider each based on its attributes and realistic constraints. Each bubble-specific study should evaluate the physical characteristics unique to that location, protection of agricultural lands, vehicle miles traveled (VTM) to true urban centers, supporting County infrastructure, jobs/housing balance, and consistency with the Housing Element. The 7th non-contiguous bubble (Angwin) already has a proposed solution submitted by SRA that is specific to that bubble and no other. Given the peculiarity of all of the non-contiguous bubble configurations, it is inadequate

to leave them as they are, inviting growth, or to merely remove Ag designated land thinking we have protected them from growth-inducing development.

There are study sites in the Napa City area that can thoughtfully be considered for meeting a variety of housing needs. SRA is convinced that those areas in addition to the contiguous bubbles will provide a more than adequate inventory to accommodate the number and types of housing units needed and potentially required in the future.

Non-residential commercial development, in turn, demands additional housing development. The Airport Industrial Area (AIA) is currently the largest center for growth and potential job-creation. It should be carefully examined relative to parcels with already vested development rights and consideration should be given to re-designating as many other parcels as possible within the AIA to AWOS.

The challenge for the Napa County General Plan is to ensure the lowest justifiable growth rate. Napa County voters overwhelmingly support slow, city-centered growth and agricultural preservation. Similar in importance to the creation of minimum lot sizes in the AWOS areas, the adjustment of the bubbles is the current "landmark" decisive action that must be taken for Napa County. You have a great opportunity, once again, to make a strong statement about County government's determination to preserve the international treasure that is Napa County.

SRA supports the position and specific recommendations of Farm Bureau.

Thank you for your consideration.

CC

Brad Wagenknecht, District 1

Mark Luce, District 2

Diane Dillon, District 3

Bill Dodd, District 4

Harold Moskowitz, District 5

Planning Commissioners:

Heather Philips

Jim King

Bob Fiddaman

Terry Scott

Rich Jager



Hillary

RECEIVED

FEB 01 2008

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

January 30, 2008

Hillary Gitelman, Director
Office of Conservation, Development and Planning
County of Napa
1195 Third St., Suite 210
Napa, CA 94559

Dear Hillary:

Selected policies in Napa County's General Plan were reviewed by the St. Helena Chamber of Commerce Government Relations Committee. The focus of our review was on those policies identified as potentially affecting the Chamber's member businesses, specifically the sections concerning the south St. Helena corridor, the Rutherford roundabout, traffic circulation, and the Angwin bubble issue. We see the proposed General Plan as consistent with our Vision for our Community, submitted to you previously during the comment period. The key elements of the *Vision*:

1. Economic Enhancement: We promote a vital economic environment for St. Helena, while balancing reasonable growth with preservation of our agricultural heritage and open space.
2. Water Resources: We want to ensure that our membership and communities have a reliable, affordable, and stable water source. Water availability is crucial for the economic growth and sustainability of the commercial-industrial sector and agriculture.
3. Transportation Infrastructure: We promote a Transportation Vision which maintains the small-town character of the city, while providing a network of roads, bike lanes, and pedestrian trails that will enhance the quality of life for residents, provide a pleasant experience for visitors, and make St. Helena a model city.

The St. Helena Chamber of Commerce...

• Strengthening the local economy • Promoting the community • Providing networking opportunities & referrals • Representing the interests of business with government

1010 Main Street, Suite A • St. Helena, CA 94574 • Tel (707) 963-4456 • Fax (707) 963-5396 • www.sthelena.com

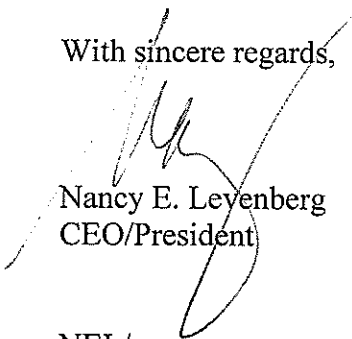
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END

4. Sustainable Wine Industry: We support policies and programs that support a fair balance between preservation of our natural resources and the needs of a viable wine and agricultural industry. We believe a fair balance can be achieved if we: (a) preserve and protect the Agricultural Preserve in the Napa Valley; (b) allow the agricultural and wine industry to undertake the activities they need to economically survive and prosper; and (c) institute a tourism policy that supports this important balance.

5. Workforce Housing: We promote a Workforce Housing Vision that creates local housing opportunities for teachers, firefighters, police officers, public employees and other similar groups so that they may live and work in St. Helena.

We applaud the work carried out by the General Plan Committee ably assisted by your department and congratulate you all on a job well done. Thank you for the opportunity to participate in the creation of Napa County's General Plan.

With sincere regards,



Nancy E. Leyenberg
CEO/President

NEL/